The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST
FINE
Barometer 30.15

November 17, 1913, Temperature a.m.-65, p.m. 74; Humidity...79, 46.

November 17, 1912, Temperature a.m. 66, p.m. 71; Humidity...72, 64.

9,251 號一廿月十年丑癸 TUESDAY, NOVEMBER 18, 1913. 二拜禮 號八十月一十英港香

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SINGLE COPY 10 CENTS.

TELEGRAMS.

HOME RULE.

GOVERNMENT PROPOSALS

Reuter's
[Service to the "Telegraph."]

London, Received Nov. 17.

The *Times* states that within the next few days the Government will communicate to Mr. Bonar Law its proposals dealing with Ulster. The *Times* forecasts that these will consist of the exclusion of Ulster for a definite term of years without any option at the conclusion thereof; also an additional burden upon the English tax-payers to compensate Nationalist Ireland for the temporary loss of the wealth of Ulster.

"Arrant Moonshine and Nonsense."

London, Received Nov. 18.

Mr. John Redmond, speaking at Northampton, said the Home Rule Bill would be law in a few months, and he believed Ulster would make the best of it. The talk of civil war was arrant moonshine and nonsense. The Liberals and Nationalists welcomed a settlement by consent, but they were not going, in the moment of victory, to sacrifice the fruits of their long battle.

INTERESTING ENGAGEMENT.

LORD ELGIN TO MARRY AGAIN.

London, Received Nov 17

The engagement is announced of the Earl of Elgin, a former Viceroy of India, to the widow of Captain Ogilvy, R.N. Mrs. Ogilvy is a daughter of Commander Sherbrooke, of Upton Hall, Notts, who was formerly in the Royal Navy.

[The Earl of Elgin was previously married to Constance, daughter of the 9th Earl of Southesk, who died in 1909.]

UNHAPPY MARRIAGE.

ROYAL COUPLE DISAGREE.

London, Received Nov. 17.

Reuter's correspondent at Stockholm says it is semi-officially stated that the Princess Marie (formerly the Russian Grand Duchess Maria Paulovna), who is now in Paris, has announced her intention not to return to her husband, Prince William. Efforts to induce the Princess to reconsider her decision were unavailing.

The newspapers state that Prince William is starting on a hunting expedition in Africa.

OBITUARY.

MR. MONTAGUE CRACKENTHORPE.

London, Received Nov. 18.

The death has taken place of Mr. Montague Hughes Crackenthorpe, K.C.

[Deceased was President of the Eugenics Education Society and was a well-known writer, in the reviews, on legal, social and political matters.]

SAFE IN PORT.

London, Received Nov. 17.

The Pannonia and the Balmes have arrived at Bermuda. The fire on board the latter has been extinguished.

TELEGRAMS.

STRIKE IN NATAL.

A SERIOUS SITUATION.

Reuter's
[Service to the "Telegraph."]

London, Received Nov. 18.

Reuter's correspondent at Durban states that a strike of Indians, in sympathy with the passive resistance to the South African Immigration Act, is becoming general throughout Natal.

Burning Sugar Canes.

The strike is most serious on the sugar plantations, where the strikers are attempting to terrorize the whites and are burning the sugar canes. In one instance 150 acres were destroyed while Indians stood by and cheered.

LARKIN'S TIRADE.

A WILD SPEECH.

London, Received Nov. 17.

Larkin, the Dublin strike leader, was accorded a tremendous reception at Manchester in the Free Trade Hall, to which thousands were unable to gain admission. He denied that he had threatened a general strike in England, repudiated the idea that he was dictating to "those wiseacres, the English Trade Union leaders," and said it was for his hearers to do that. He appealed to them not to handle Dublin goods.

The speech was largely a tirade of abuse of "the cowardly and bloodthirsty Liberal Government."

ESPIONAGE CASE.

FRENCH OFFICER ARRESTED.

London, Received Nov. 18

A French officer, Captain Larguier, attached to the French Ministry of War, has been arrested at Geneva and charged with espionage on behalf of France to the detriment of Switzerland, Italy and Germany.

A later message states that the affair is connected with the recent arrest in Rome of a man named Menozzi and an Italian cavalry sergeant, who are alleged to have been acting on behalf of an International Espionage Bureau with headquarters at Geneva.

BITTEN BY MAD DOG.

GERMAN CONSUL'S EXPERIENCE.

London, Received Nov. 18.

The German Consul General Herr Winckel, a member of the Commission of Control, has been bitten by a mad dog and has gone to the Pasteur Institute, Naples, for treatment.

THE CABINET.

FURTHER MEETINGS.

London, Received Nov. 18.

A further series of Cabinet meetings is being held this week.

TELEGRAMS.

THE ROYAL VISIT.

EARL GREY JOINS PARTY.

Reuter's
[Service to the "Telegraph."]

London, Received Nov. 18

Earl Grey goes to Windsor Castle to-night (Monday). He is to stay a few days during the visit of the Archduke Franz Ferdinand and his wife

[This is the first visit of the Duchess of Hohenberg, Archduke Franz Ferdinand's wife, to England. The visit originated, according to the "Daily News and Leader" correspondent in Vienna, in an invitation, which the Duke of Portland made when visiting the Archduke at his Bohemian estate at Konopischt, and which Franz Ferdinand accepted. King George, on learning of the Archduke's intended visit, at once addressed an invitation to him to be his guest at Windsor during part of his stay in England. During his stay at the Castle his Imperial Highness will take part in several shoots. After his visit to Windsor the Archduke and his wife will, it is stated, pay a visit to the Duke and Duchess of Portland at Welbeck Abbey. The Archduke is the nephew of the aged Emperor Francis Joseph, and is in his fiftieth year. His wife was formerly Countess Sophie Chotek, a lady-in-waiting in the household of the Archduchess Isabella. There were weighty State protests against this morganatic marriage, which, however, took place in 1900 with the Emperor's consent and the blessings of the majority of Austrians and Hungarians. Afterwards the Emperor conferred on the countess the title of Duchess of Hohenberg. Her husband, on his marriage, had to renounce all claims of his wife or children on the House of Habsburg. The Archduke is a devoted husband, and his wife, says the "Mail," has smoothed over the difficulties at the Austrian Court inseparable from the circumstances of her marriage. Her intellectual gifts are brilliant, and she possesses a wonderful voice. Only a year after her marriage the Kaiser paid a high compliment to the Duchess by sending his eldest son to take luncheon with her, and he has allowed his brother-in-law to receive her as if she were an Archduchess. She has two sons. The Archduke is one of the richest men in the world, and, with years creeping on the Emperor, who is now eighty-three, he is coming into prominence as the future Sovereign. He is already practically the Austrian War Lord, for last August the Emperor invested him with the office of Inspector-General of the Austro-Hungarian Army and Navy.]

MISSING GOLD.

FORTY BOXES STOLEN.

London, Received Nov. 18.

Reuter's correspondent at Paris states that forty boxes of gold have been stolen en route to the Ottoman Bank in Paris from the Ottoman Bank in Constantinople. The contents are valued at 5,000,000 francs.

ALBANIAN COMMISSIONER DEAD.

London, Received Nov. 18.

The Austrian Consul General Herr Bilinski, a member of the Albanian Delimitation Commissing, has died at Valona.

Trespassing

At the Police Court, this morning, three men were fined $5 each for trespassing on Government ground at Mount Kellett, and cutting trees.

TELEGRAMS.

BRITAIN AND FRANCE.

THE ERA OF FRIENDSHIP.

Reuter's
[Service to the "Telegraph."]

London, Received Nov. 18.

A French Squadron of sixteen war vessels will be at the Piraeus on the 30th inst., where it meets the British Fleet.

The French newspapers emphasize the political importance of this naval demonstration as showing the strength and closeness of the *Entente Cordiale*

M. Baudin, the Minister of Marine, interviewed by the *Matin*, says the moment is propitious for displaying the French flag in the Eastern Mediterranean, where France has enjoyed faithful friendships which have borne the test of time. The recent visit of the French Fleet to Egypt was a fresh mark of Franco-British friendship and the courteous and spontaneous welcome by the British and Greek Colonies had produced the happiest impression on the French officers and crew.

HONGKONG AND WIRELESS.

(*Continued from Page 4.*)

At the present time, with the prevailing shortage of tonnage and the abundance of freight waiting to be moved, every hour of a steamship's time represents a fixed sum in her earning capacity and the time thus wasted, not to mention the additional anxiety of her commander in desiring to push on, yet uncertain of the location of the storm once he has left port, must be enough, in the case of the vessel, to cover the cost of wireless telegraphy for half the fleet.

Nor is it in the typhoon season alone that the apparatus would demonstrate its value. Since the consumption of coal varies as the cube of the speed, an enormous wastage of fuel must annually occur through a vessel pushing on against a strong monsoon and high head sea to reach her destination, only to find, on her arrival, that the berth was not ready for her owing to circumstances that had arisen after her departure from port, and that she might have proceeded under easy steam to time her arrival in such a manner as to fit in with the arrangements made for her loading. Similarly, many a vessel has come up the coast at her ordinary speed and missed a tide, with the consequence that she has lost a valuable charter, or half a day on her loading berth, through being out of communication with her office. Such vessels, in touch by wireless telegraphy, could have been hastened or retarded to suit the special circumstances of each case, to the saving of time and money since up to the present, the vessel which had once left a China port for Shanghai was practically lost to her agents until her arrival so far as the possibility of communicating with her was concerned.

The establishment of ship-stations, however, can be of little use unless communication can be obtained with the shore and it is unthinkable that such an important port as Hongkong should be content for more than two years to depend upon the kind offices of a ship in the harbour or a more distant station to pick up and transmit messages intended for merchants or shipowners in the port.

In Hongkong more than elsewhere the need of a powerful wireless station exists since it is the first port after the long and, to those responsible for the safety of ships at sea, anxious journey from Singapore when, in the typhoon season, no land is sighted from one port to the other and there exists no possibility of learning, except by wireless, of the weather conditions in the seas the vessel is approaching. Such was the case with a German vessel some time ago which, anxious about the weather and unable to get into communication with a vessel in Hongkong harbour, was obliged to apply to Tsingtau, right across the mainland of China, to learn the latest meteorological forecast. Hardly a deep sea vessel of any pretensions now visits the port that is not equipped with wireless, yet, unless they can over-reach Hongkong and get into touch with more Northern ports, their equipment is useless until Hongkong is passed.

That Hongkong should not hove been the first to establish a powerful station is sufficiently regretable from the British point of view, but that she should still lag behind when small and unimportant ports are fitted with efficient stations is somewhat disturbing to the minds of those who would look upon the Colony as something more than a mere naval base on the coast of China.

TELEGRAMS.

MEXICAN AFFAIRS.

SIGNIFICANT RESIGNATION.

Reuter's
[Service to the "Telegraph."]

London, Received Nov. 17.

Senhor Aldapo, the Mexican Minister of the Interior, who has been urging President Huerta to yield to the United States, has now resigned.

A Waiting Policy.

London, Received Nov. 18.

The United States has decided to wait a few days and see the effect of foreign pressure on Huerta before taking any decisive step.

COMPANY MEETING.

(*Continued from Page 5.*)

It will in the first place be evident to you that the amount of $59,566.98 now standing at the debit of our Profit and Loss account has been lost, or, at any rate, is no longer represented by available assets, and until this item has been removed from our balance sheet, the Company will not be in a position to distribute dividends to shareholders. The effect of of the reduction in capital, as proposed, will be to remove the debit balance of Profit and Loss account from the one side of the account, while on the other side the capital will stand at 15,000 fully paid up shares at $6—equal to $90,000.

It is hardly necessary for me to point out that the reduction in capital will not in any way adversely effect the market value of the shares, in fact it should have entirely the contrary effect, for reasons I have already outlined. If, as I hope, you pass and subsequently confirm, the resolution, we shall then be in a position to distribute any dividends earned by the Japanese Company, whereas if you do not, it means that shareholders will possibly have to wait some years for a dividend. Before putting this resolution to the meeting I will be pleased answer any questions.

There were no questions, and the Chairman said:—I beg to propose that "It is resolved that the Capital of the Company be reduced from $150,000 to $90,000 by reducing the par value of the shares from $10 to $6 each."

Mr Bonnar—I beg to second that.

The Chairman—For. Against. Carried. That is all the business, gentlemen. An extraordinary meeting to confirm the said resolution will be held on the 4th of December next. I thank you for your attendance.

TELEGRAMS.

THE VIENNA SENSATION.

C.P.R. MANAGER OUT ON BAIL.

Reuter's
[Service to the "Telegraph."]

London, Received Nov. 18.

Reuter's correspondent at Vienna reports that Mr. Altman, local manager of the C.P.R Company, who was arrested with other of the Company's employees on charges of facilitating the emigration of thousands of recruits before they had undergone full military service, has been released on bail amounting to £6,000.

BOUND OVER.

Sotto Case that Should Not have Come before the Court.

Agueda Esteban de Vibora, a married woman, of 45, Haiphong Road, Kowloon, was summoned by Vicente Sotto to appear before Mr J. R. Wood, at the Police Court, this morning, for unlawfully assaulting him by throwing a stone at him on November 11. There was a cross-summons against Vicente Sotto for behaviour calculated to cause a breach of the peace on the same date.

Vicento Sotto personally prosecuted, and Mr C. F. Mason, of Mr F. X. D' Almada's, appeared for the woman.

Mr Mason said his client insisted on going on, on the cross summons.

His Worship ordered both defendants to stand in front of the dock.

Complainant gave evidence regarding the alleged assault and denied that he made indecent signs to the woman.

The defendant said the complainant made the signs complained of.

Two women supported the defendant's statement.

His Worship said the case should never have come before the Court, and in binding them both over in the sum of $100 each to be of good behaviour for six months, he did not wish anything to be reflected on either side.

AMERICAN SAILOR'S DEATH.

Met with Accident Whilst Shooting.

Stanley Reeves Taylor, a seaman on the Wilmington, has died at Foochow through a gunshot wound in the thigh, accidentally inflicted.

It appears that whilst the Wilmington was at Foochow, the deceased, who was aged 19 years, went out on a shooting trip with a comrade. The comrade accidentally discharged his shotgun and inflicted the wound in the thigh from which the youth died.

The comrade rendered first aid and did all he could for his unfortunate companion, but he died from shock and hemorrhage.

The body was brought to Hongkong on board the Wilmington, and, we are informed, was placed in a receiving vault, and will be conveyed to America later.

The deceased was a native of Texas.

To Consignees.

Consignees of cargo by the s.s. Yorck are reminded that goods undelivered after to-morrow will be subject to rent.

Gun Practice.

Sub-Calibre practice will be carried out as under:—25th inst. —Pakshawan, in a N.E. to N. direction, from 6-15 p.m. to midnight.

Inquest on Policeman.

The inquiry into the circumstances surrounding the death of the late police constable Michael Watters, has been fixed for Monday next, the 24th.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

A further series of Cabinet meetings is being held this week.

According to Mr. Redmond, the Home Rule Bill will be law within a few months.

Mr. Redmond says the talk of civil war in Ulster is arrant moonshine and nonsense.

Capt. Larguier, attached to the French Ministry of War, has been arrested at Geneva on a charge of espionage.

The engagement is announced of Lord Elgin, ex-Viceroy of India, to the widow of the late Captain Ogilvy, R.N.

The French and British Fleets are to meet at the Piraeus on the 30th inst., and much importance is attached to the fact.

The Austrian Consul General Herr Bilinski, a member of the Albanian Delimitation Commission, has died at Valona.

Larkin had a tremendous reception at Manchester Free Trade Hall, where thousands were unable to obtain admission.

Senhor Aldape, Mexican Minister of the Interior, who has been urging President Huerta to yield to the United States, has resigned.

The *Times* states that within the next few days the Government will communicate to Mr. Bonar Law proposals dealing with Ulster.

Princess Marie, formerly the Russian Grand Duchess Maria Pavlovna, is in Paris and has announced her intention of not returning to her husband.

LOCAL.

Hongkong Volunteer orders are given elsewhere in this issue.

The Tingsang has become a total loss in Haitan Straits where she went ashore the other day.

An interesting article dealing with the question of a wireless station for Hongkong appears to-day.

A meeting of the Hongkong and South China Steam Fisheries Co. Ltd. was held to-day and an extraordinary meeting was held immediately after.

Stolen Suit.

Mr Browne, government analyst, reports that a suit valued $36 has been stolen from his house. A boy who absconded in August is suspected.

Six Months for Assault.

At the Police Court this morning, a man named Mak Mak was sent to gaol for causing grievous bodily harm to his employer by hitting him with a chopper whilst he was smoking opium. The trouble was alleged to be over some back-pay, which the defendant said was due to him.

DON'T FORGET.

TO-DAY.

Harmston's Circus—9.15 p.m.
Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Harmston's Circus—9.15 p.m.
Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.
Auction of Cut Glass at Sales Rooms by Mr G. P. Lammert, 11 a.m.

Friday, November 21.

Auction of Old Chinese Porcelains at Sales Rooms, by Messrs Hughes and Hough 2.30 p.m.
Auction of Suit lengths at Sales Rooms by Mr G. P. Lammert, 2.30 p.m.

Notices

ORDER YOUR CAR AT ONCE!

Overland Model 69 F

A number of Overlands have now arrived and are finding a ready Sale.

Sole Agents.

DRAGON CYCLE DEPOT.

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Every Description of Wall-, Table- & Field Telephone Instruments, Switches, Protectors, Hand-Micros, Fuses, Dry Cells, also Portable Telegraph Instruments and Fire Alarms of Latest Pattern are now to be had.

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FINE CURIO STORE.

Embroidered Screens
Wall Hangings,
Lacquered
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NIKKO & Co.,
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LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Cheapest store in the Colony.
An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913.

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MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

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NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine endors.

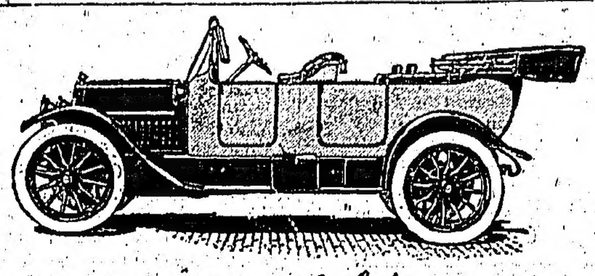
Price $2.50 per bottle.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1901.



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HONGKONG HOTEL
A LA CARTE GRILL ROOM.
Now Open.

J. H. TAGGART,
Manager. [26

Hongkong, 20th April, 1911.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

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"The Grand Hotel orchestra will play selections during tiffin and dinner and at intervals during the day."

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Hongkong, 1st Feb., 1912. [13

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Hongkong, 18th July, 1913.]

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SMOKED FILLET HADDOCKS. KIPPERED HERRINGS.

Also in hand, Fresh Deep Bay Oysters.
Open till Midnight.
ALEXANDRA CAFE Co.

MAKE IT A HABIT—USE IZAL REGULARLY.

A TRIUMPH OF CONCENTRATION.

Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a little, diluted with water—pouring it down drains, sinks and wc.'s, and sprinkling it in dustbins or other harbours of filth. Get IZAL, because it positively kills disease germs, stops infection and instantly removes bad smells.

IZAL—the guaranteed disinfectant of unrivalled strength is the pioneer modern high power germicide

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Mixes equally well with salt, brackish or fresh water.

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ESTAB. 1864.

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DOW'S HUNTING PORT

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OUR CONTEMPORARIES.

South China Morning Post.

The Government's Proposals.

Mr Asquith knows, Mr Redmond knows and all thinking men perceive that the Home Rule Bill is so dead that not all Mr Redmond's noisy fustian nor the babel of rumour, threats, promises, assumptions and surmises of the Government will awaken it more. The proposals seem to be a foolish attempt to "straddle the fence," and if the forecast of *The Times* be correct, Mr Asquith and his Government, in their allegiance to the barter made with the Nationalists for their support of the Liberal measures which were passed during the last sitting of Parliament,—measures which must certainly have resulted in their defeat had it not been for the dearly bought support of Mr John Redmond and the Nationalists,—occupy an ignominious position, and the most careful and conscientious statesmanship is needed, even if the misshapen measure be seriously proposed, if any possibility of settlement along the line of a divided Ireland is to be engendered.

Daily Press.

The Chinese Political Crisis.

There is this much to be said for the composition of the Conference which the President is convening: it should prove a more efficient and practical body than either of the Houses of Parliament as they are at present constituted. It is to be representative of every Province, and the delegates—seventy-one in number—must be men who have served not less than eight years in public offices, and are over the age of 35 years. The obvious purpose of these conditions is to prevent the selection by any Province of the callow and inexperienced youths who were pitchforked into administrative posts when the old order was changed two years ago. It does not necessarily mean the total exclusion of men who have been members of the Kuomintang. There are numbers of them fully qualified by experience and age to take seats on this Council, but as the selection of delegates appears to rest with the Tutuhs of Provinces, no man who is known to sympathise with the Party organisation which the President has suppressed is likely to stand a chance of being chosen to serve as a delegate. It would not surprise many if it were found a few months hence that this National Administrative Council long remained in Peking to function as the National Parliament.

China Mail.

The Canton-Shiu Chow Railway.

Side references seem to indicate that there are some of the shareholders who have lost heart, and who are spreading rumours whose object is to prevent others from paying up the sums which they have promised. What good end such persons hope to serve is not very easily seen. Perhaps they think that already they have spent as much as they care to advance, because they fear that there will be no return, and so hesitate to invest further in a concern when they see no hopes of such return. Such persons are threatened and others are warned not to heed these "untruthful rumours." It would seem that there is a tightness of money in regard to the undertaking, but, at the same time, there is every probability that the necessary funds will be advanced, so that Shiu Chow city will soon be reached, whereupon probably there will be a rest for a time, as traffic beyond this city cannot be great, till the line is looped up with Changsha and Hankow. This, however, is not likely to be brought about for some time—perhaps not for some years.

For a good solid meal a la Carter or Table D'Hote with Wines & Liqueurs of the Best ALEXANDRA.

GENERAL NEWS.

A Rule Against A Judge.

The Divisional Court made absolute a rule *nisi* calling on Judge Mellor, of the Manchester County Court, to show cause why he should not hear an action. His Honour had refused to try the action on the ground that his court was already congested with local cases and that the case in question ought to have been remitted to Liverpool. Their Lordships decided that the Judge must personally pay the costs.

Canadian Journalistic Enterprise.

Toronto, Oct. 8.—The revolution in Montreal journalism which has been going on for some months has been completed with the organization of the *Daily Mail*. This new one cent morning journal is under the management of Mr B. A. MacNab, the former managing editor of the Montreal *Star*, and Mr M. T. Nichols, the former editor of the Winnipeg *Telegram*. In the first issue the *Mail* makes a profession of independence, and adds:—The *Mail* stands firmly and unalterably for the British connection in all the terms that it implies. It believes that Canada's destiny lies in its development as a nation within the British Empire, and will promote all measures which conduce to the realization of that project.

Straits Police Chief.

Capt. A. R. Chancellor has been confirmed in the appointment of Inspector General of Police, Straits Settlements, from the date of the retirement of Mr W. A. Cuscaden. Mr C. H. May, inspector of constabulary, Trinidad, since 1905, is proceeding to Singapore as chief police officer. Mr George Herbert May, according to the Colonial List, was born in 1873 and entered the registrar's office, British Guiana, in 1880. Four years later he entered the police department, and later the British Guiana militia, obtaining certificates for drill and musketry from Chelsea, London and Hythe. In 1898 he went as adjutant and musketry instructor to Fiji, and later was A. D. C. to Sir Henry M. Jackson. He went to Trinidad in 1905.

Intoxicated Turtles.

Frederic Ambrosetti, a white-haired old man, was arrested at the Zoo in Paris recently while in the act of administering intoxicating drink to the giant turtles. For some days the keepers in the gardens had observed with amazement that some of these animals, ordinary so slow of movement, had suddenly became remarkably lively. Their drawl had given place to an awkward run, while their heads and necks emerged from beneath their great shells and wagged to and fro like a dog's tail. Ambrosetti had just "doped" one of the turtles and was about to "dope" another when he was seized by an attendant. The man, who had a small syringe in his hand, stated that he had daily subjected the turtles to a subcutaneous injection of spirit in order to train them for a future race with a hare. Ambrosetti, who is belived to be of unsound mind, who conveyed to a police asylum.

Has Parliamentary Oratory Declined?

The business method has always been in some degree characteristic of English oratory. Walpole dominated Parliament by it for close on thirty years, and Sir Thomas Buxton, writing as early as 1810, says, "The House loves good sense and joking and nothing else, and the object of its utter aversion is that species of eloquence which may be called Philippian." Since that time, says the *Spectator*, every tendency of political life has urged Parliamentary oratory in the same direction. The days are past when members could find a scholar's pleasure in neatly planed syllogism or well-balanced antithesi. Perhaps we shall never again see the time when solid majorities shall veer round under the influence of a Fox or a Pitt, when it shall be said of a private member, as it was of Wilberforce that a single speech of his turned forty votes, or when the eloquence of a Macaulay shall in a brief hour change imminent defeat into patent victory.

FATHER VAUGHAN ON BOXING.

Critics who would Kick When a Man's Back was Turned.

Addressing the Boys' Catholic College at Preston recently, Father Bernard Vaughan said that he had received an avalanche of letters abusing his advocacy of boxing for boys, and declaring that he ought to turn out boys, not beasts. He wanted by boxing to turn the beast out of the boy. When he was a small, conceited lad he thought that he could give a good account of himself with the gloves, but he got an awful thrashing, being put in his right place. (Laughter.) However, it made him train till he could hold his own against his own weight and size, and every lad who learned boxing had a mark, not merely on his nose—(laughter)—but on his character. He was self-confident, quiet, and modest. The boy who learned boxing would fight straight and hit between the eyes, whereas the people who wrote to him waited till a man's back was turned and kicked him behind. There was too much of this kicking going on in England to-day. They wanted more simple, straight hitting between the eyes and not below the belt, and he urged his hearers to go in for boxing. They could not let anything slip out of the boy's life which was going to build him up into a fine English gentleman.

ENGLISH v. GERMAN BEER.

In the opinion of Mr H. W. Bainbridge, for many years Captain of the Warwickshire cricket team, the English middle classes after favouring light German beers, have rediscovered the value of English beers. The managers of many London restaurants are not in agreement on the matter, however.

The manager of the Cafe Monico declares that the sale of German lager beer is very great, and that it is being increasingly sought after by all customers, whether British or foreign, particularly in hot weather. A similar story is told by the manager of the Criterion Restaurant, while the manager of the Holborn Restaurant finds that though there is a great demand for lager beer in hot weather, yet in his experience during the summer months there is a strong tendency to discard beer altogether in favour of hock cup, claret cup, and other iced drinks.

At the Cafe Royal the manager said that there was a good deal of lager beer sold, but the sale was confined mainly to foreign patrons, and although English men occasionally patronised the drink, he found that they generally preferred their own bottled Bass and Guinness. The best-known British brewing firms state that sales for the past year have been the highest on record, and that additional profit has helped to counterbalance the extra cost of materials.

The invention and introduction of "sel" or ale is attributed to the Germans, although the word itself is said to be of Danish origin. An assize of ale and bread was at one time held at Camberwell, where it is said that such "headie ale and beer" were sold that the people stood peculiarly open to imposition. "They will drink," says Hollingshead, "till they be red as cocks, and little wiser than their combes."

Ordered to Hongkong.

Captain E. B. Ward, Duke of Cornwall's Light Infantry, who recently completed a tour of duty with the 3rd Reserve battalion of his regiment, has been ordered to embark for Hongkong on 29th November to join the 2nd battalion.

Winter Dress.

The troops in garrison were ordered to take their winter dress into wear on Saturday. Commanding officers are, however, to use their discretion in directing helmets to be worn on all occasions involving long exposure to the sun.

WHAT YUAN MOST DESIRES.

Statement by Dr. Ariga.

Dr. Nagao Ariaga, the Japanese Constitutional Adviser to the Chinese Government, who has arrived in Japan, told the *Tokio Asahi* that President Yuan would never have taken such a course against his political opponents as the dissolution of the Kuomintang without receiving full evidence of complicity in some conspiracy. When Dr. Ariga left Peking the question of the Constitution was being most hotly discussed, but there was nothing to indicate social unrest and everything on the surface at least seemed to be moving quietly. Dr. Ariga continued:

"How will the Constitution, which is to constitute the foundation of the Republic of China, be settled in the end? My business in connection with this matter is to assist the drafting from the technical standpoint so that the Republic may have as good a Constitution as possible. The draft outline consisting of twelve clauses, was drawn up by a committee of five, and then approved by sixty members of Parliament. When the draft was made public, I discussed it at some length, as you know, purely from the technical standpoint, for it is my duty as Legal Adviser to give advice and suggestions when the draft becomes a subject of keen controversy among the Chinese. The question is whether Parliament will overcome the President or not. In case Parliament wins the fight, it will possess very great powers and the President will, on the other hand, prove powerless.

"Neither in Britain nor in France has Parliament so much power as the Parliament of China wants to secure. President Yuan only desires a perfect Constitution for China, so that the Chinese may avoid more disturbances and enjoy a good administration in the future. He knows how foolish it would be for him to follow the course adopted by Napoleon III in 1851 and has shown that he has no ambition to become Emperor or Dictator. He fully realizes that if he becomes Emperor, the result will be the collapse of his *regime* at some future date. He regards his election as first President of the Republic as the highest honour ever bestowed upon him, as he told the local Governments. What he cares for most is, I believe, to secure the peaceful enactment of a Constitution in this session of Parliament in such a form as to enable the executive, legislative and judicial organs to carry on their respective duties harmoniously."

LEIPZIG LION HUNT.

Eight lions and a tiger from Barnum's circus escaped on October 12 in Blucher-strasse at Leipzig from their cage, some bars of which had been broken by collision with an electric tramcar.

Some 60 police constables, armed with revolvers and supported by the fire brigade, set off in pursuit. The tiger was very soon secured, but the pursuit of the lions lasted from midnight till about 4 o'clock in the morning, by which time six of them had been shot dead, despite the protests of their trainer, and the other two had been recaptured.

Three of the lions took refuge in a hotel. One seems to have been caught downstairs. The other two ran upstairs. One was shut into a lavatory and secured. The other, after nearly frightening to death a visitor who found him outside his bedroom door, jumped out of a window into the street, where he badly mauled some horses before he was shot. Another was shot in a garden, and the other four in the street. People in the street fled into houses or tramcars.

The dead lions are valued at £5,000.

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TO LET—Furnished for seven months from the first week in March 1914; No. 64, The Peak. —Apply to G. M. HARSTON. Hongkong, 31st Oct., 1913. [997

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTONJEE. Royal George Hotel. Hongkong, 17th Oct., 1913. [967

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SURGEON IN THE JUNGLE

Operation on Himself by Candlelight.

Dr. Hamilton Rice, the American surgeon and traveller, has just arrived in London after twenty-one months' exploration in South-East Colombia and North-West Brazil, where he traversed about a hundred thousand square miles of almost unknown territory.

During his travels, Dr. Rice told Reuter's representative, he was attacked with poisonous ulcers and compelled to operate, by candlelight, by injecting cocaine and cutting his leg to the bone. The operation took two hours, and although this occurred nine months ago the wounds are still unhealed. "All of us," continued the explorer, "were practically starving, and we were reduced to one meal of monkey per day. Continuous thunderstorms made our retreat a perfect nightmare. Presently the rain stopped, and myriads of ants, bees, and mosquitoes came out and further tortured us."

In one region Dr. Rice found traces of a race of very light coloured Indians, "by no means white, but much paler than the ordinary Amazon tribes." These are known as Andoques. Their villages are shunned by their neighbours.

Fatal Accidents to Students.

The death occurred recenty from accidents of two well-known students of Trinity College, Dublin. Mr Edward R. M. Wright died as the result of a wound in the thorax inflicted by a revolver which went off when he was cleaning it; and Mr Charles McIvor, the Rugby international three-quarter back, from concussion of the brain caused by an accident in the football field. Mr Wright, who was an invalid, was one of the two sons of Sir Almroth Wright, himself a graduate of Dublin University.

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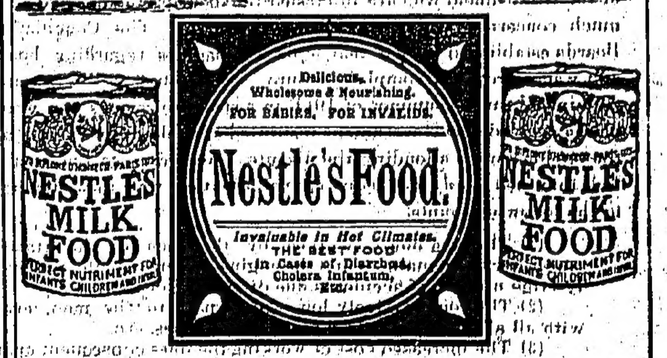

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The Hongkong Telegraph.

HONGKONG, TUESDAY, NOVEMBER 18, 1913.

THE RAILWAY COMMISSION.

Additional details regarding the Royal Commission to enquire into the relationships of British railways and the State are given in the Home papers. Ever since the strike of 1907 those members of the Government who are interested in labour problems have been much concerned with the railway situation. The Conciliation Boards established in that year to decide disputes regarding hours and wages proved a complete failure. Disaffection still grew and culminated, in the summer of 1911, in a strike so serious that when it was decided, the Government instituted special enquiries into all the circumstances attending the dispute. According to the usually well-informed *Daily Telegraph* special attention was then directed to the following points:

(1) The long hours worked by the men of all grades, especially the signalmen and the engine-drivers, and the relatively large number of accidents due directly to over-work.

(2) The comparatively low wages paid to the men, even with all allowances made for pension schemes, etc.

(3) The increased cost of working the lines consequent upon the general rise in prices during the last ten or fifteen years, and the desire of the companies to meet the demands of the travelling public for greater comforts, frequent and rapid services, excursion and week-end tickets.

(4) The inadvisability of increasing fares, and the practical impossibility of increasing freight charges, thus rendering it extremely difficult for the companies to recoup themselves for their additional expenditure.

Whether the Royal Commission now appointed is the outcome of that inquiry would be hard to say. What is beyond all doubt is that the announcement of its appointment came as a surprise to the railway people at Home who had no inkling of what was forthcoming. It has been suggested, indeed that the whole business is designed to divert attention from the Home Rule controversy, but that may be doubted. If that were the purpose of the announcement, Mr. Sydney Buxton would hardly have gone the length of stating that the scope of the Commission is wide enough to include the purchase of the railway by the State. This, indeed, appears to be the chief work of the Commission. It is stated, on fairly good authority, that the Government is satisfied that only by means of nationalisation can railway strikes be finally eliminated. If that is the case, the Government is given over to the rankest of Socialism, for nationalisation of railways has always been a foremost plank in the Socialist programme. It seems to us that the Commission would have effected a vastly more useful purpose if it had addressed itself to the question of safe travelling and of conditions of employment. These are matters in which—especially in view of recent accidents—the public is deeply interested and intimately concerned, and their exclusion from the scope of the Commission's work is another serious error which must be laid to the charge of the present Government.

Wireless on Railways.

Touching the matter of railway accidents, a paragraph elsewhere in this issue states that the Midland Railway has placed an order for wireless signalling to be used on its railways. This is an effort to reduce the possibility of a train passing a danger signal. Something of the same system is in operation on German Railways, but that to be tried on the Midland Railway is stated to be an improvement on the other. It is claimed, indeed, that it makes it impossible for a driver to pass a danger signal, and if that is proved to be the case, it is to be hoped that it will be generally adopted. The speeding up on railways of late years, in response to the hurry of the age, has made it imperative that every plan which is likely to minimise danger to the travelling public, should be given an extended trial.

Seeking a Settlement.

Apparently the Government is now convinced that there are flaws in its Home Rule scheme, inasmuch as the *Times* outlines some new proposals which the Liberals are said to have in mind for dealing with the Ulster question. The chief point of the forecast is that it suggests a possible exclusion of Ulster from the scheme for a definite number of years. How far this will prove acceptable to the Unionists it is hard to say at the moment; but what is of greater importance is how the proposal will be welcomed by the Nationalists. Less than a fortnight ago Mr. Devlin declared, on behalf of the Nationalists, that "we would refuse Home Rule to-morrow if Ulster, or any portion of it, were cut off from the rest of Ireland". In view of that assertion there should be some interesting developments if the Government really intends putting forward the plans ascribed to it by the usually well-informed *Times*.

Larkin's Right Theatre.

Larkin has struck the right theatre when he appeared before a Manchester audience. All over Lancashire one finds socialistic clubs wherein all manner of politicians and all parties, except, of course their own party, are dissected and condemned. In 1906 after the Conservative rout, these clubs asserted that the future was hopeful for the working man. The question of the big loaf and the little loaf had been settled, and a new era for the working man was opening up. A very short time after that the "great" Ben Tillett, speaking at Eccles, commenced to flail the Liberal Government and point out its uselessness, even its wickedness, as far as the working man was concerned.

What do They Want?

The dock labourers at Salford endorsed all that Tillett and Tom Mann said during the railway and docks strikes and put the Liberals and the Conservatives in the one hat as far as purpose was concerned. According to them both of the parties were the enemy of the working man. The Labour party did not come out of the affair unscathed—there was heaped upon the heads of certain members calumny and invective, and at the time, Philip Snowden was being called "a dodger." Now the question arises—and quite naturally since even their own outlook has proved to be a fruitless one, or at least an unsatisfactory one despite the great change they looked forward to—what do these discontented ones really want? Until they are satisfied themselves as to what they do want, they cannot so well seek redress for wrongs which, by their whimsicality, they lead people to believe exist only in imagination.

Junk Capsized.

The master of a licensed fishing junk No 147 H.Y., has reported to the police that about 9 p.m. on the 13th. inst., he encountered bad weather whilst sailing off Waglan, and his junk was capsized. Himself and his two fokis managed to cling to the upturned boat until they were rescued by the crew of a passing junk and taken to Yaumati. The lost junk is valued at $60, and the personal effects are valued at a similar amount.

DAY BY DAY.

"EDUCATION CANNOT MAKE CAPACITY, BUT IT CONTROLS THE CONDITIONS BY WHICH THE LEAST OR THE MOST CAN BE MADE OF IT."

The Mails.

Siberian Mail.—Left per s.s. Australian at 5 p.m. yesterday.

American and Canadian Mails.—Left per s.s. Tamba Maru at noon to-day.

French Mail.—Left per s.s. Ernest Simons at 2 p.m. to-day.

Siberian Mail.—Due per s.s. Chenan to-morrow.

Market Gambling.

Eight gamblers from Yaumati market, were fined $5 each by Mr Wood, at the Police Court, this morning.

Climbed a Verandah.

A man who climbed on to a verandah and stole a jacket at Yaumati, was sent to goal for seven days, and ordered four hours stocks.

Contractor Fined.

A Yaumati Contractor who caused an obstruction in the side channel in Saigon Street, was fined $15, at the Police Court, this morning.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—T.H.C. $25.

Fish on Footpath.

A number of Chinese thought fit to hang salt fish to dry over the footpath at West Point. At the Police Court, this morning, Mr Hazeland, imposed a fine of $10 in each case.

Thef of Timber.

Seven days hard labour and four hours stocks was the sentence imposed on a man at the Police Court, this morning, for stealing timber from a contractor in Yaumati.

Faulty Brakes.

A batch of Chinese was brought before Mr Hazeland, at the Police Court, this morning, for not having effected brakes on their truck. The offenders were cautioned and fined $2 in each case.

The Court Cards.

The "Court Cards" gave their last performance at the Theatre Royal last night before a large and appreciative house. They left to-day by the s.s. Tamba Maru and will be welcomed back in January.

Journalistic Change.

Mr F. M. Price has returned to Kuala Lumpur from Calcutta, where he has been working on the *Statesman*. He rejoins the staff of the *Malay Mail* as Joint Editor with Mr A. Bellamy Brown, formerly of Hongkong.

Leaving for Home.

Mr E. T. C. Werner, British Consul at Foochow, has been granted home leave and will leave for Europe at the end of December. Mr. F. E. Wilkinson has been appointed officiating Consul at Foochow.

Seamen in Trouble.

At the Police Court, this morning, two seamen named Larry and Redpath, were prosecuted by Inspector McHardy, before Mr Hazeland, for being drunk and disorderly in Wanchai. They were fined $5, each.

No Hoarding.

For having no hoarding round a place where property repairs were being effected, a contractor from Yaumati was fined $10 at the Police Court, this morning, and also fined $5 for causing an obstruction.

Back from Home.

The Atsuta Maru arrived from Home to-day. Among the passengers were Commander and Mrs Beckwith and child, Mr A. R. Sutherland, Mr and Mrs G. K. Haxton, Miss Haxton, Mrs C. H. Lammert, Mr R. E. O. Bird, Mr C. Hamilton, Mr and Mrs R. A. Harding, Mrs and Miss Owen Hughes, Mr J. W. Lee Jones, and Mr E. A. Ram.

Practice Dance.

There was a large attendance at the second practice dance held last evening, at the City Hall, in connection with the forthcoming St. Andrew's Ball. Music was supplied b the D.C.L.I. orchestra, and besides the usual five dances there was an extra waltz and a two step. His Excellency the Officer Administering the Government, was among those present.

HONGKONG AND WIRELESS.

Pointed Comments by a Shipping Journal.

Shipping and Engineering (Shanghai) devotes a leading article to the delay in the provision of a wireless station for Hongkong. "In spite of the spread of the use of wireless telegraphy on shipping visiting the ports of China and its establishment at such points as Formosa, Tsingtau, Japan and, in the near future, Woosung," says the article, "the premier shipping port of the Far East, Hongkong, still dallies with the question of the erection of a commercial station and attempts to satisfy its official conscience with proposals to call for tenders and other evasive measures that have kept the erection of the station in abeyance for the past two years".

After quoting the correspondence between the Chamber of Commerce and the Government on the matter, the journal proceeds:—

"The uses of radio-telegraphy in cases of emergence have been well demonstrated in recent casualties at sea, such as the Titanic and more recently, the Volturno disasters, but its utility in the ordinary routine work of a modern steamer, both in keeping her in touch with her agents and in avoiding foul weather, is apt to be overlooked. But whereas in the first case requirements for the safety of life at sea may be met by the installation of wireless telegraphy on other vessels, the utility of the second case depends entirely on the establishment of stations on shore and it is here that Hongkong lags woefully behind.

So much has been said and written on what may be styled the emergency uses of wireless in avoiding strandings by means of what has been called the "wireless compass" or in bringing aid to vessels in distress, that the shipping public has been apt to overlook the more commonplace utility of the invention in the every-day running of steamers that promises to make wireless telegraphy an essential part of every vessel's equipment where the saving of time and money is involved. The exigencies of modern commerce have made it imperative that even the parsimoniously operated tramp should nevertheless be equipped with expensive compasses and other navigational facilities in other that her head might be kept pointed straight toward her destination and the waste of coal incurred by her straying waywardly across the ocean at the diction of a faulty compass avoided. Similarly, and more particularly on the coast of China, it is coming to be recognised that an apparatus which, by maintaining constant communication with the shore, enables a vessel to determine precisely the location of a centre of atmospheric disturbance without being compelled to anchor in the nearest typhoon shelter, blindly ignorant of the whereabouts of the typhoon or, by standing on too confidently, waste coal and possibly incur damage through running into it, will more than repay its cost and operation in the first typhoon season through which the vessel passes. It would be interesting, could such statistics be obtained, to learn how many hours of valuable time and how many tons of coal have been wasted by the shipping of the China coast during the past two or three typhoon seasons through having to anchor or make a lengthy detour owing to the approach of a typhoon which has not after all crossed their intended track, but which, nevertheless, they dared not run the risk of encountering since, once out of touch with the fearest meteorological signal station, they might have run into dangerous proximity of the storm centre ere their barometers gave adequate warning of the locality of the disturbance. Fitted with wireless telegraphy, such vessels would have been enabled to stand undeviatingly on their course, confident that the storm warning from the shore or from other vessels in the vicinity would apprise them of the altered direction of the typhoon in sufficient time to avoid the zone of danger.

(Continued on Page 1.)

THE TINGSANG.

A Total Loss in Haitan Strats.

The Indo China Steam Navigation Company's steamer Tingsang, which recently went ashore in Haitan Straits, striking an uncharted rock, has become a total loss, having completely disappeared. It will be remembered that efforts were made to refloat the vessel by the same Company's steamer Wuhu and the tug David Gillies, but the work was not completed when the strong monsoon of last week set in, with the result that operations had to be suspended. The stranded steamer was badly served by the big seas, and eventually she foundered. When she went ashore, the Tingsang had on board a general cargo, consisting mostly of wood and sugar, of about 1,400 tons, and of this only about 100 tons were saved.

The Tingsang, of which Captain Bramwell was skipper, was a steel screw steamer of 1,650 tons, and was built in 1900 by Messrs Craig, Taylor and Company, at Stockton. Her port of registry was Glasgow, she was classed 100 A1 at Lloyd's, and her dimensions were:—Length, 265.3 feet; breadth, 38; depth 17 feet.

THE KASHIMA MARU.

Inspection of New N.Y.K. Liner.

The new Japanese steamer Kashima Maru, built in Japan for the Nippon Yusen Kaisha, arrived in the harbour yesterday on her maiden trip from Japan to London. She is a sister ship to the Katori Maru, which passed through about three weeks ago, and is replacing the Aki Maru, on the service between Japan and America. At the invitation of the local office of the N.Y.K., a number of local residents inspected the Kashima Maru to-day.

A special feature of the Kashima Maru is the style of decoration. While that on the Katori Maru is entirely the product of Japanese artists, that on the Kashima Maru is purely European, the whole scheme being arranged by the famous London decorators, Messrs. Waring and Gillow. The decorations are simple but effective, and the colour scheme obtaining throughout the ship was the subject of much admiration.

The Kashima Maru is a twin screw steamer, and in this respect differs from her sister vessel, which is of triple screw. Her dimensions are the same, viz., length, 510 ft, beam 61 ft., depth 36 ft. 6 in., gross tonnage 10,550; displacement 19,200 tons; with a speed of 17 knots. She has accommodation for 112 first-class passengers, 56 second-class and 186 steerage passengers. A tour round the vessel reveals the fact that nothing had been left undone which would add to the comfort of passengers, both first and second class.

HONGKONG VOLUNTEERS

Corps Orders issued by Lieut-Col. A. Chapman, V.D., state:—

Field Firing:—Machine Gun Company and Scouts. Parade at Volunteer Headquarters on Sunday 23rd instant at 10 a.m. for field firing. Dress:—Khaki Jacket, Shorts, puttis and helmet without badge, (rifles to be carried), belts and sidearms.

Joined:—The undermentioned members having joined the Corps are allotted Corps Nos. and posted as follows:—Gr. L. Corner Howitzer Section; Sapper A. Hardman Engineer Company; Pte. B. S. Setna Right Section M. G. Co.; Pte. W. A. Morgan Centre Section M. G. Co., Pte. L. O. Collins Centre Section M. G. Co.,

Resigned:—Sapper S. J. Clarke, Pte. J. J. Judah, and Gr. B. S. Stanford are permitted to resign.

Batch of Gamblers.

Fourteen gamblers brought before Mr Wood, at the Police Court, this morning, by Inspector McHardy, from 26, Wanchai Road, were fined $3 each.

Bitten by dog.

A Chinese residing at 34, Centre Street, has been removed to the hospital suffering from injuries said to have been inflicted by a dog bite.

CRIMINAL SESSIONS.

The Harbour Murder Trial.

The November Criminal Sessions opened at the Supreme Court this morning before the Chief Justice, Sir William Rees Davies, in the First Court and the Puisne Judge, Mr. Justice Gompertz, in the Second Court.

The calendar contains charges of murder, throwing corrosive fluid, larceny by clerk or servant, false pretences, unlawful possession of property stolen abroad.

FIRST COURT.

Before the Chief Justice, Ip Ping Lam and Ip Kam Tsun were charged with the murder of a boatman in the harbour on October 24, and pleaded not guilty. They were defended by Mr. H. E. Pollock, K.C.

The following jury were sworn to try the case:—Messrs. G. J. Sequeira, H. W. B. Kennett, R. V. Harris, C. G. H. Jasss, J. W. Graham, E. A. E. Long and L. Lopes.

The Attorney General, the Hon. Mr. J. A. S. Bucknill, K.C., in opening the case for the prosecution, said there were murders of one kind and murders of another, and some, though the crime itself was a terrible one, were no doubt far more serious than others. The facts of the case, so far as he would endeavour to put before them in evidence, were really very simple. A B.I. steamer, the Jelunga, was being unloaded in the harbour and around her were numerous junks containing cargo. According to the story for the prosecution there were three junks lying side by side and the affair took place amongst the boatmen on board these junks, and the deceased man was a member of the crew of the middle junk. The evidence for the prosecution consisted of the statements of the master of the middle junk and another of the boatmen of the middle junk. They would say that a dispute arose between the crews of the outside junk and the middle junk because the former insisted on carrying cargo over the middle junk instead of waiting till one junk had loaded and cleared away, which was the usual thing. The master of the middle junk remonstrated with the master of the outside junk and they came to blows, with the result that the former was thrown into the water. He swam away a short distance and hung on to a rope, and from this position he was able to see what took place. The first defendant went up to the deceased, who was crying out for aid, hit him a violent blow on the head with a stick and knocked him overboard. While the deceased man was struggling in the water the second accused leant over with a bar of wood or iron and struck him a very violent blow on the head as he was struggling in the water. The unfortunate boatman was picked up in a dying condition by men from another junk, and died at the Hospital the same day. He had two large jagged wounds on the right side of the head and the skull was fractured from ear to ear. The master of the middle junk picked up some sticks and an iron bar which, he said, were the weapons actually used at the time. It might be, concluded the Attorney General, that there was a general *melee* and that in the fight the deceased man was injured or he may have been partially injured by falling overboard and partially injured by these other men.

Dr. Bell, Superintendent at the Government Civil Hospital, said the cause of death was fracture of the skull. The skin was broken down to the bone on the jagged wounds.

Cross-examined: Some heavy blunt-edged weapon must have been used to inflict the injuries. An iron bar might have been used.

The case was proceeding when we went to press.

West Point Gamblers.

Sergeant Adlington brought eleven men before Mr Hazeland, at the Police Court, this morning, for gambling. The first man was fined $75, or in default two months, and the remainder were fined $3 each, or in default seven days.

COMPANY MEETINGS.

Hongkong and South China Steam Fisheries Co, Ltd.

The third meeting of shareholders of the above Company was held at the offices Messrs Bradley and Co., Ltd., at noon to-day. Mr J. A. Plummer presided, and there were also present Messrs J. W. C. Bonnar and Lo Shui-hoi (Consulting Committee), F. Bevington (Secretary), J. W. Bolles, A.R. Lowe, J. F. Miller, M. S. Sassoon, J.M.S. Rosario, J. Rocha, F. Joanilho, Wo Chai-wan, Han Lau-nam, Tam King-yung, Kwan Yum-ting, Fung Sun and Lam Lee-cheong, shareholders.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen.—The report and statement of accounts for the past year having been in your hands for some time, I will, subject to your approval, follow the usual course and take same as read, but in order to comply with the ordinance I will read the auditors' report which is as follows:—"We have audited the above Balance Sheet with the books, vouchers and accounts of the Company and have found same in accordance therewith. In our opinion, the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the Company's affairs as at 30th. June, 1913 according to the best of our information, the explanations given to us, and as shown by the books of the Company. We have obtained all the information and explanations we have required." As the printed report now before you is so full I think there is but little which I can usefully add to amplify same. You are aware the Hoifung, or Kaiho Maru, as she is now called, was ordered from Shanghai to Nagasaki immediately after the extraordinary meeting of the 29th. October last year, and our Agents at the latter port were instructed to set the necessary machinery in motion to form a Kabushiki Kwaisha (or subsidiary Japanese Company) to work the vessel in Japanese waters. It was not before the beginning of this year, however, that all the formalities could be complied with, and the necessary trawling permit obtained from the Government in Tokyo.

Of the period of 12 months covered by the accounts now before you, the Hoifung was laid up in Shanghai for a little over four months, and after her arrival at Nagasaki, something like two months elapsed before she could be put to work; thus the financial year of the Japanese Company ending at 31st May, we have only a little over four months actual working to review. Roughly speaking, the result of the first six months during which the trawler was laid up, was a loss of about $9,500, but during the 4½ months' working, the Japanese Company realized a profit of Yen 1,939 22, so that the net result of the year's working would be a loss of something like $7,500, less one month's profits from the Japanese Company still to be accounted for. It will be noticed, however, that the Company made a book profit of some $7,391.31 on the sale of the trawler to the Japanese Company and consequently if we do not take the amount written off investments into account, our debit balance at Profit and Loss account is only increased by some $1,434.60.

Turning to our balance sheet, you will notice that at 30th. June the call on 1,815 shares had not been paid, but since that date overdue calls on further 1,020 shares have been accepted, leaving 795 shares on which the call has still to be met. These shares, which are mostly registered in Chinese names and owners, cannot be traced at their registered addresses, are liable to forfeiture, and will have the attention of the Committee.

Sundry creditors, which represents amounts advanced by your General Managers, is reduced from $32,063 42 to $11,667.37 and against this, we had cash in the bank at 30th. June, $4,766.98. Calls and interest since received, amounting to $3,075.84, brings our cash balance to-day up to $7,842 82, and this, with remittances which we hope shortly to be receiving from Japan, should quickly wipe out this item from our account and result in a considerable saving in interest.

You will also note that your Consulting Committee's fees and General Managers' remuneration, amounting in all to some $6,200, have again been waived. I would like to say, however, that this is not because we consider that this remuneration has not been earned, but because the Company is scarcely in a position to pay, and and perhaps later on when the Company is on a dividend paying basis, the shareholders may be inclined to take cognizance of the fact that a good deal of hard work has been done for nothing.

The only other point regarding the accounts which I think I need touch upon, is what now appears as our investment account and the policy of writing down the value of our shares in the Japanese Company. These shares, I should tell you, were originally issued at Yen 50, of which Yen 35 per share, or Yen 105,000, was paid up, but the capital has since June 30 last been reduced to Yen 105,000. All the shares, therefore, are now fully paid up and, with the exception of the necessary qualification shares of the Directors in Japan, are registered in the name of myself as representative of this Company.

If you will compare the last balance sheet with that now before you, you will find that in the former, our chief asset is represented by the value of the trawler and gear, and that is now replaced by shares in gold currency valued at some $13,000 higher. Apart from the question of exchange, it would appear on the face of it to be equivalent to writing up the value of our assets to this extent, and while admitting that the trawler is worth more in Japan, where her earning power is considerably greater, your Consulting Committee have deemed it prudent to write off a very substantial amount, viz, $18,808 29, from the value of the shares. Had this Company maintained its direct interest in the trawler, it would no doubt have been considered prudent to write off all, or at any rate a proportion of, the extraordinary expenditure to which we have been put in addition to the ordinary depreciation, and this in fact amounts to what has been done.

I may say that no depreciation was written off in the Japanese account for the half year and that the Kaiho Maru stands in their books at Yen 104,764.60. Therefore, your Committee consider that only a safe and prudent policy has been followed in thus writing down the value of our investment, and we trust you will approve. A further considerable saving can thus, we think, safely be affected in insurance, for although the policy of the Company in the past has been to cover the full book value of the vessel, your Committee now feel justified in advising our friends in Japan to reduce the insurance to Yen 80,000. This, I would say, is a two-fold saving, as not only do we pay premium on a smaller amount, but by taking a portion of the risk ourselves we effect a very big saving in rate.

With regard to future prospects, we sent Mr. Bevington to Nagasaki in August last to enquire closely into the working and general prospects of the Japanese Company, and I am pleased to say that his report is quite of a satisfactory nature. It is, however, better not to be too optimistic, but we believe, given reasonably favourable conditions and basing our calculations on results of previous working of other vessels under practically the same management, the N.G.K.K. should be able to show a fair return of the capital invested. During the summer months, say from May to September, fish are not so plentiful and market prices are as a rule low, so that if the vessel covers expenses, it is about all that can be expected. From October onwards, both catches and prices usually improve, and I trust that this may prove to be our experience.

Before proposing the adoption of the report, I shall be pleased to answer any questions.—Gentlemen, there being no questions, I beg to move that the report and accounts as presented be adopted and confirmed.

Mr Sassoon—I have much pleasure in seconding.

The Chairman—For. Against. Carried.

Mr Miller proposed the re-election of Messrs J.W.C. Bonnar and Lo Shui-hoi to the Consulting Committee. Mr Rocha seconded, and the motion was carred.

On the motion of Mr Sassoon, seconded by Mr Rosario, Messrs Lowe, Bingham and Matthews were re-appointed auditors at a remuneration of $100.

The Chairman—That concludes the business of the general meeting, gentlemen, and while thanking you for your attendance, I only regret that I not able to add the usual remark with regard to dividend warrants.

Extraordinary General Meeting.

An extraordinary general meeting was then held, Mr. Plummer presiding.

The Secretary read the following notice convening the meeting:—

Notice is hereby given that an Extraordinary General Meeting of the Company will be held on Tuesday the 18th day of November, 1913, at 12.15 o'clock p.m. at 4, Queen's Building, Hongkong, Victoria, when the following subjoined Resolution will be proposed as an Extraordinary Resolution.—

"It is resolved that the Capital of the Company be reduced from $150,000.00 to $90,000.00 by reducing the par value of the shares from $10 to $6 each."

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such Meeting will be held on the 4th day of December, 1913, at the same time and place for the purpose of considering and if thought fit confirming such Resolution as a Special Resolution Accordingly.

The Chairman said:—Gentlemen.—The Secretary has just read to you the object for which this extraordinary meeting is called, but before putting the resolution to the meeting I will briefly outline the necessity therefor, and the effect which the passing of such resolution will have on our accounts.

(*Continued On page 1.*)

TO THOSE BELOW PAR.

How to Get 100 Per Cent. of Health.

There comes a time in the life of everyone when his system gets below par, despite, apparently, every care he takes of his health.

It is useless to describe the general feeling of lassitude accompanying this condition, or the weariness of mind and body which follows any mental or physical exertion. Everyone knows them only too well.

What everyone does not know is how to overcome these enervating sensations which make play as distasteful as work. Yet it is possible to overcome them rapidly, effectively and permanently. It is only necessary to take Sanatogen, the nerve tonic with lasting effects, to feel and be thoroughly set up and well again.

The Restorer of Energy and Nutrition.

The Professor of Physiology and Chemistry and Director of Research in The Red Cross Hospital, New York, furnishes the most striking testimony to the value of Sanatogen for these purposes. He writes: "Sanatogen, by furnishing a readily assimilable nerve nutrient, gradually brings the power of the nutritive nerve centres back, to normal and, as a result, the disordered assimilation of food is surely restored to a normal condition. Energy and tone are revived throughout the whole system."

Another physician, writing in The Medical Press and Circular, states: "Sanatogen is readily absorbed by the stomach and has an immediate and remarkable effect, shown by a steady increase of body weight and of muscular strength and energy. Patients who have grown thin as the result of chronic maladies put on flesh at the rate of one or two pounds per week, or even more in some instances. At the same time, the colour is brought back to the patient's cheeks."

Brain, Blood and Body—Revitalised.

There is a cogent reason why Sanatogen acts in these various ways. It is because it nourishes both the body and the nervous system, and stimulates the blood-forming function to its fullest activity, so that the blood is improved in quantity and quality. In other words, the conditions which produce the depression of health are attacked from every point and completely overcome.

Over eighteen thousand physicians have testified to the valuable properties of Sanatogen, and large numbers of the most distinguished men in England take it every day to keep themselves in the pink of condition.

The Rt. Rev. the Bishop of Southampton writes: "It gives me pleasure to bear my testimony to the value of Sanatogen as an invigorating tonic and restorative. It is undoubtedly beneficial. I take it perhaps one month in three during the year."

Sir Gilbert Parker, distinguished both as an M.P. and as one of the first novelists of the day, writes: "I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to to the overworked body and mind. It has rendered splendid service to my health and well-being."

If you wish to know more about Sanatogen, write, mentioning this paper, to A. Wulfing and Co., 6, Kiukiang Road, Shanghai, who will be pleased to forward you a valuable booklet, entitled "The Art of Living," gratis and post free.

Sanatogen can be obtained of all Chemists in bottles of two sizes.

PASSENGERS EXPECTED.

(*Continued from page 10.*)

Per s.s. Macedonia, 17th October from London.—Mr and Mrs G A Searle, A Montomery, Capt W W Lindsay, Mr and Mrs Shepard, P Cullen, C M G, P Sterpin.

Per s.s. Simla, 18th October from London.—Lance-Sergt W Rodes, Miss L E Walker, Mrs Kennedy, Miss S S Ward, Miss L Bowtell, Major L L Hepper, Mrs C Parsons, R K Miller, Miss F Boggs, Mr and Mrs E Walker, C Walker jun., Mrs Cousins, Mrs Brown, Miss E Solvester, Mrs and Miss D MacDonald, Miss M D MacDonald, Miss D Mellis, Act Sub-Lieut K M Fardell, Act Sub-Lieut R Parkinson.

Per s.s. Malwa connecting with the s.s. Delta at Colombo.—Mrs Tuxford, Mr and Mrs J Morris, Miss D M Honnicon, E W H Carpenter, W D Jupp, Capt, R G Clarke, W M Watson.

Per s.s. Borneo, 1st Nov., from London.—Miss M C Dawson, Mr & Mrs A E Spriggs, M Bain, W Rhodes, A G Tickle, Lieut F A N Cromie, Lieut-Sergt P H Crosbie, Capt and Mrs A Lyth, Mr and Mrs G Elliott, F H Chalker.

Per s.s. Mooltan connecting with the s.s. India at Colombo.—Rev and Mrs T B Woods, Miss M de Laveleye, N Lamont, G Clark, Rev A W Hooker, Mr and Mrs W Kendall, H G Goofe, C M G.

Per s.s. Nankin, 15th Nov., from London.—Staff-Sergt-Major, Mrs and Miss W E Stonyer, Mrs F McArthur, A J W Dorling.

Per s.s. Morea connecting with the s.s. Egypt at Colombo.—H Sawtell, Miss L Smith, E C Atkinson.

Per s.s. Nyanza, London 29th November from London.—C A Wilkinson, Miss Inness, Lady and Misses May, J H Woolacott.

Per s.s. Amazone, 5th Oct., from Marseilles.—Mr and Mrs Morel Fournel, Gilardoni, Dr Thibon de Coutry, Mr and Mrs Petit Hugenim, Mr and Mrs Wullschleger, Ygnacio, Mr and Mrs Yuchousti, Riu, Charnier, Miss Migues.

Per s.s. Princess Alice, 16th October from Hamburg.—Capt Jurani, Miss Kollecker, Mrs Nagel, P H McIntyre, Rev C C Morris, C B Johnson, Mr and Mrs A Drobin.

To-day's Advertisement

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

s.s. "PERSIA,"
From SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board WEDNESDAY November 19th, 1913 at noon will be landed at consignees risk and expense.

Cargo remaining undelivered MONDAY, Nov. 24th, 1913, at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown SATURDAY, Nov., 22nd. 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.,

All claims must be filed on or before Dec., 17th. 1913, otherwise they will not be recognised.

R. C. MORTON,
Agent.

Hongkong, 17th Nov., 1913. [1028

DAIRY FARM NEWS.

Are you dissatisfied with your Compradore?

THE DAIRY FARM HOUSE FED POULTRY

is ABSOLUTELY the BEST in the East and COSTS very LITTLE MORE THAN the MARKET POULTRY.

FRESH SUPPLIES

Arriving every week by Mail Steamer of

MESSRS. THEODORO VAFIADIS & CO'S HIGH CLASS EGYPTIAN CIGARETTES:

"IMPERIAL BOUQUET"
"NECTAR"
"EXTRA FINE," GRAND FORMAT,

"CROWN PRINCE"

"ADMIRAL" "NON PLUS ULTRA" "YILDIZ"
"SUPERFINE" "FINE"

SOLE AGENTS:

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There's NONE "JUST-AS-GOOD" as

DEXTER

WEATHERPROOFS AND OVERCOATS.

SMART STYLES IN NEW MATERIALS
NOW SHOWING AT

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& CO., LTD.
"MEN'S WEAR SPECIALISTS."
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TELEPHONE 346

NEW AUTUMN MILLINERY
Fashionable and Inexpensive.
Pretty Flowers, Ornaments, Feathers etc.
INSPECTION INVITED.

J. ULLMANN & COMPANY.
We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.
Queen's Road, (Corner of Flower Street).

THE ANDERSON MUSIC CO., LTD.
FORMERLY Messrs LANE, CRAWFORD & Co's PIANO DEPT.
STOCK:—
STEINWEG, BROADWOOD, DORNER, COLLARD, SQUIRE CHALLEN, ALLISON Etc.
ALL PIANOS OF QUALITY.
Unrivalled for Tone, Touch and Durability.
6, DES VŒUX ROAD, CENTRAL,
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GUINNESS' FOREIGN EXTRA STOUT
"BOARS HEAD" BRAND
UNSURPASSED FOR QUALITY & CONDITION
"BOARS HEAD" "BOARS HEAD"
TRADE MARK
"THE BOAR'S HEAD" BRAND
OF
ALE & STOUT.
Brand Is Superior To Other Brands in Body, Flavour, Quality or Strength. The Most Popular Brand of Home Bottled Guinness' Stout on the Market.
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Shipping

CANADIAN PACIFIC ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong		From St. John N.B.	
Empress of India	20th Nov.	Allan Line Empress of Britain.	17th Dec.
Empress of Asia	4th Dec.	Allan Line	27th Dec.
Empress of Japan	18th Dec.		14th Jan.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA." and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA." "EMPRESS OF ASIA." via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA." "EMPRESS OF JAPAN." via Optional Atlantic Port £65

"MONTEAGLE". Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only.) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD

S.S. "G. Apcar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI on 27th November.

S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched to KOBE and MOJI (Yokohama if sufficient offers) on 4th Dec.

WESTWARD

S.S. "Torilla," 5,205 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th November.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched as above on 9th Dec.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Agents

Hongkong, Nov. 18th, 1913.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
Tuesday, 18th November.
10.00 p.m. "Fatshan," 5.00 p.m. "Heungshan"
Wednesday, 19th November.
8.00 a.m. "Heungshan" 8.00 a.m. "Honam"
10.00 p.m. "Honam," 5.00 p.m. "Fatshan,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton Company's Steamers—Day Steamers Call No 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," Tons 1651 S.S. "Sui An," Tons 165

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 23rd November.

The Company's Steamship,

"Sui-An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. Hoi-Sang 457 Tons.

Departures from Macao to Canton on Mon., Wednes. & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Comany's direct steamers "Lintan," and "Sanui." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
(HOTEL MANSIONS FIRST FLOOR).
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—

Subject to Alteration.

Destination	Steamers		Sailing Date
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, and Port Said	Kashima Maru Capt. M. Yagi	T. 20,000	WEDNES., 19th Nov. at d'light.
	Mishima Maru Capt. L. Sommer	T. 16,000	WEDNES., 3rd Dec. at d'light.
VICTORIA, B.C., and SEATTLE Shanghai, via Moji, Kobe, Yokaichi, and Yokohama	Tamba Maru Capt. J. Teranaka	T. 12,500	TUESDAY, 18th Nov. at noon.
	Aki Maru Capt. B. Kon	T. 12,500	TUES., 2nd Dec., at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda	T. 9,600	MONDAY, 24th Nov. at noon.
	Kumano Maru Capt. Winckler	T. 9,300.	WED'DAY, 17th Dec. at noon
CALCUTTA via S'pore, Penang & Rangoon			
BOMBAY via Singapore and Colombo.	Bombay Maru Capt. Tozawa	T. 6,000	SATURDAY, 29th Nov.
KOBE & Yokohama	Atsuta Maru Capt. Nagao	T. 16,000	THURS., 20th Nov.
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. M. Winckler	T. 9,300	WEDNES., 19th Nov. at 11 a.m.
SHANGHAI, Moji and Kobe			
SHANGHAI, Kobe & Yokohama	Hakata Maru Capt. H. Nomura	T. 12,500	FRIDAY, 21st Nov.

‡Cargo only.

§ Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Miyasaki Maru	16000	tons—sails	Wednesday	28th January.
Kitano "	16000	" "	"	11th February
Iyo "	12500	" "	"	25th "
Hirano "	16000	" "	"	11th March
Katori "	20000	" "	"	25th "
Kamo "	16000	" "	"	8th April.
Kashima "	20000	" "	"	22nd "

FOR AMERICA.

Shidzuoka Maru	12500	tons sails	Tuesday	27th January.
Tamba "	12500	" "	"	10th February.
Aki "	12500	" "	"	24th "
Sado "	12500	" "	"	10th March.
Yokohama "	12500	" "	"	24th "
Awa "	12500	" "	"	7th April.
Shidzuoka "	12500	" "	"	21st "

For further information apply to

Telephone No. 292.

T. KUMAMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	20th Nov. at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	22th Nov. at m'night
HAIPHONG	Sungkiang	23rd Nov. at 9 a.m.
TIENTSIN	Kuelchow	25th Nov. at noon
MANILA, CEBU & ILOILO	Chinhua	26th Nov. at 4 p.m.
SHANGHAI	Anhui	27th Nov. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	29th Nov. at m'night

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI".

☞MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares Single $10. Return $75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36.

Hongkong 18th Nov., 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.
(Odessa via usual ports of call.)

The S.S. Mogilev, 6,200 R.T., Capt. Kokotatoff, is expected to arrive here about the 21st day of November, 1913.

Outward Bound.
(Valadivostok via Nagasaki)

The S.S. Voronej, 5,616 R.T., Capt. Oranovsky, is expected to arrive here about the 22nd day of November, 1913.

The S.S. Kuorsk, 6,400 R.T., Capt. Padalka, is expected to arrive here about the 5th day of December, 1913.

N.B.—The exact date of arrival will be published after the receipt of sailing telegram from the last port of call.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMANOFF.
Agent.

Hotel Mansions, 3rd Floor, Rooms Nos. 12 & 14.
Tel. No. 1094.

Hongkong, 11th Nov., 1913.

Shipping

HONGKONG PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captains.	For	Sailing date.
Zafiro	4000	F. S. McMurray	Manila Mangarin, Cebu and Iloilo.	SATUR., 22nd Nov. 4 p.m.
Rubi	4000	J. Miller	Manila Mangarin, Cebu and Iloilo.	WED., 3rd Dec. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 17th Nov. 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave or to leave
Tjitaroem	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjikini	JAVA	1st half Nov.	S'HAI	1st half Nov.
Tjipanas	S'HAI	1st half Nov.	JAVA	1st half Nov.
Tjilatjap	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjimahi	JAVA	2nd half Nov.	JAVA	2nd half Nov.
Tjiliwong	JAVA	2nd half Nov.	S'HAI	2nd half Nov.
Tjibodas	JAVA	1st half Dec.	S'HAI	1st half Dec.
Tjimanoek	JAVA	2nd half Dec.	JAPAN	2nd half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed		Leave Hongkong.
Hongkong Maru*	11,000 - 18 knots	Fri.,	28th November.
Shinyo Maru.	22,000 - 21 knots	Thurs.,	4th Dec.
Chiyo Maru.	22,000 - 21 knots	Mon.,	22nd Dec.
Nippon Maru*	11,000 - 18 knots	Wed.,	14th Jan.
Tenyo Maru.	22,000 - 21 knots	Satur.,	17th Jan.

*Intermediate Service via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.
Intermediate to London.....£65. " " £109.
First Class to New York.....£60. " " £96.10.
" San Francisco £45. " " £68.

THE INTERMEDIATE FARES TO NEW YORK AND SAN FRANCISCO are £9 lower for Single journey and £14 lower for Return from above rates.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.

"Anyo Maru" 18,300 - 15 knots. Wednesday 10th Dec. at Noon.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291 KING'S BUILDINGS.

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
43,000 tons, twin screws.	27,000 tons twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.

Also NILE 11,000 tons, CHINA, 10,000 tons, and PERSIA, 5,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (Isle Paradise of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

		Single.	6 Months Return.
First Class to	London	£ 71.10	£ 110
	San Francisco	45	68
Intermediate "	London	65	109
	San Francisco	36	54

Return portion of round trip tickets, as above, available for Passage Via C.P.R. from Vancouver if desired. Through Passengers have the Privilege of Travelling by Rail between ports of Kobe and Yokohama.

Steamer: Persia.....27,000 Tons, Sailing Nov. 24 at 5 p.m.

Passengers booking through Tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

Hongkong—Manila Service.

From HONGKONG Leave Hongkong.	Arrive Manila.	From MANILA Leave Manila.	Due Hongkong.
Nov. 24 PERSIA	Nov. 27	Nov. 26 KOREA	Nov. 28

Intermediate Steamers.

King's Building (opp. Blake Pier). R. C. MORTON, Agent. Telephone No. 141

Hongkong, 30th January, 1913.
Panama-Pacific International Exposition San Francisco 1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. S. Roach	TUESDAY, 25th Nov. at 11 a.m.
Haiching	W. C. Passmore.	TUESDAY, 18th Nov. at 11 a.m.
Hiayang	A. E. Hodgins	FRIDAY, 21st Nov. at 11 a.m.

FOR SWATOW.

Haimun	J. W. Evans	SUNDAY, 23rd Nov. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Dougl s Lapraik & Co.
General Managers.

Shipping Gazette

Mr. W. J. Roberts, from leave, has gone chief officer, Rolling.

Mr. A. Herd, acting chief officer, Royang, has gone second officer, same ship.

Mr. G. Taylor, acting second engineer, Wuhu, has gone third engineer, Kashing.

Mr. J. F. Dickie, third engineer, Kashing, has gone acting second engineer, Wuhu.

Mr. C. W. Butson, from leave, has gone supernumerary third engineer, Hsin Peking.

Mr. W. G. Legge, awaiting orders, has gone chief officer, Kiangyung.

Mr. J. Smith, chief officer, Kiangyung, is on leave.

Mr. R. W. Bateman, second officer, Kutsang, has gone acting chief officer, Onsang.

Mr. C. W. Falk, awaiting orders, has gone chief office, Namsang.

Mr. A. R. D. Smith, chief officer, Namsang, has resigned.

Mr. F. Herbert, second officer, Loongsang, has gone chief acting officer, Mausang.

Mr. T. Cremin, chief officer, Mausang, has gone supernumerary, Loongsang.

Mr. G. Ward, supernumerary, Chunsang, has gone supernumerary second officer, Loongsang.

Mr. C. S. Leys, supernumerary, Loongsang, has gone second officer, Fooshing.

Mr. T. Grant, chief officer, Onsang, is on leave.

Mr. B. M. Aveline has rejoined as acting second engineer, Hopsang.

Mr. F. R. Cumberledge, third engineer, Mausang, has resigned.

Mr. W. G. Johnstone has been appointed supernumerary second officer, Kutsang.

Mr. C. S. Gibbs, from leave, has gone third engineer, Mansang.

Mr. L. McLaren, third engineer, Mausang, has gone supernumerary, Tuckwo.

Mr. J. J. Brown, second engineer, Kutsang, has gone acting chief engineer same ship.

Mr. R. Pithie, chief engineer, Kutsang, is on special service.

Mr. J. McMahon, third engineer, Kutsang, has gone acting second engineer, same ship.

Mr. F. W. Clarke, awaiting orders, has gone third engineer, Kutsang.

Mr. A. E. Lamble, supernumerary, Kutsang, has gone second officer, same ship.

Mr. A. R. P. Shaw, second officer, Fooshing, has gone acting officer, same ship.

Mr. H. Rance, chief officer, Fooshing, is on leave.

Mr. F. J. Gill, from leave, has gone chief officer, Yuensang.

Mr. G. Vaughan, acting chief, Yuensang, has gone second officer, same ship.

Mr. J. P. Somerville, second officer, Yuensang, has gone supernumerary, same ship.

Mr. J. E. Harrison has been appointed supernumerary second officer, Fooshing.

Mr. A. H. Sayer, supernumerary, second officer, Fooshing has resigned.

Mr. W. O. Tillery, from leave, has gone second engineer, Mausang.

Mr. W. Tough, second engineer, Hopsang, is on leave.

Mr. W. H. Oriep has been appointed supernumeraay second officer, Chunsang.

Mr. N. W. van Cortlant, second officer, Kumsang, has gone acting chief officer, same ship.

Mr. G. T. Tough, chief officer, Kumsang, is on leave.

Captain E. W. Schenk, of the Yuensang, has gone master, Kumsang.

Captain F. Wheeler, of the Kumsang, is on leave.

Mr. F. E. Jarrett, chief officer, Yatshing, has gone acting master, Yuensang.

Mr. M. T. Perez, supernumerary second officer, Suisang, has gone second officer, same ship.

Mr. T. Croft, second officer, Suisang, has gone second officer Yatshing.

Mr. J. G. Dobson, second officer, Choysang, has gone second officer, Kumsang.

Mr. J. Petrie, second officer, Kumsang, has gone second officer, Choysang.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.
ALEXANDRA CAFE

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
S'HAI, Kobe & Moji	Fooksang†*	Wed., 19th Nov. at noon.
SHANGHAI	Loksang†	Thur., 20th Nov. at d'light
Y'HAMA, Kobe & Moji ...	Laisang*	Thur., 20th Nov. at d'light
S'PORE, P'ang & C'outta...	Lovat	Sat., 22nd Nov. at noon.
MANILA	Loongsang*	Sat., 22nd Nov. at 2 p.m.
TIENTSIN via W'wei.....	Chipshing*	Sun., 23rd Nov. at d'light
S'PORE, P'ang & C'outta...	Kutsang*	Sat., 29th Nov. at noon.
MANILA	Yuensang*	Sat., 29th Nov. at 2 p.m.
S'PORE, P'ang & C'outta...	Kumsang*	Wed., 3rd Dec. at 2 p.m.

Return Tours To Japan (Occupying 24 days)

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" "Kumsang" "Lovat" "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LD

Telephone No. 215. General Managers. [8

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing.
LONDON & ANTWERP.....	Denbighshire	.....25th Nov.
LONDON & ANTWERP....	Den of Crombie.....	27th Nov.
LONDON & ANTWERP.....	Den of Clamis	28th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA V'VER S'TLE TACOMA & P'LAND...	Den of Airlie	.....25th November
V'TORIA V'VER, S'TLE, TACOMA & P'LAND...	Merionethshire	.....15th December
V'TORIA V'VER, S'TLE, TACOMA & P'LAND...	Glenroy	.....12th January.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

Telephone No. 215 Sub. Ex. No. 9. Agents. [9

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
s,Yokohama, Kobe, Hongkong and Rangoon.
EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.
WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

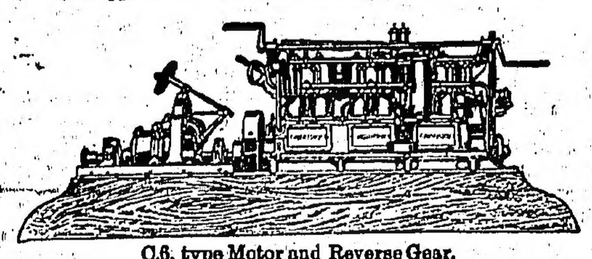
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-12/ to 150 B. H. P.
As supplied to the British Admiralty & War Office.



C.6. type Motor and Reverse Gear.
B.H.P. Paraffin 7 ', Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.
Telegraphic Address:—"TAIKOODOCK".
TELEPHONE No. 221

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
London, Glasgow & Antwerp	Glenturret	S. T.	28, Nov.
Havre, Bremen Hamburg &c.,	Westphalia	H. A. L.	22, Nov.
Rotterdam, H'burg & &c.	Macedonia	H. A. L.	25, Nov.
Copenhagen, Gothenburg and Baltic Ports	Ceylon	A. N. Co.	15, Jan.
Rotterdam & Hamburg, &c.	Arabia	H.A. L.	23, Nov.
Marseilles London & Antwerp via Singapore &c,	Kashima M.	N.Y.K.	19, Nov.
Marseilles and Hamburg, &c.,	Uckermark	H. A. L.	28, Nov.
Rottesdam. Emden & H'burg &c.	Sambia	H.A L.	29, Nov.
London, via Usual Ports of Call	Devanha	P. & O.	22, Nov.
London, Rotterdam & Antwerp	Denbighshire	J.M. Co.	25, Nov.
London & Antwerp via S'pore &c.	Nubia	P. & O.	26, Nov.
Havre & Hamburg &c.	Segovia	H. A. L.	2, Dec.
N'les, G'oa, A'rs, G'tar, S'ton	P.E. Fried.	M. & Co.	26, Nov.

NEW YORK SAN FRANCISCO AND CANADA.

New York	C. of Baroda	B. L. L.	25, Nov.
San Francisco	Indramayo	J. N. Co.	M.ofNov.
V'toria, B.C., T'ma via Japan &c.	Tacoma M.	O. S. K.	27, Nov.
Vancouver Seattle and/or Tacoma & P'land Or.	Sithonia	H. A. L.	27, Nov.
Vancouver, via S'hai Japan etc.,	E. of India	C. P. R	20, Nov.
T'te, Fiume, V'ce. via S'pore etc.	Nippon	S.W. Co.	2, Dec.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	25. Nov.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	9, Dec.
V'toria, B C. & T'ma via S'hai &c.	Panama M.	O. S. K.	10, Dec.
San Francisco via Manila & Japan &c.,	HongkongM.	T. K. K.	28, Nov.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	19, Nov.
Australian Ports via Manila	P. Wald.	M. & Co.	29, Nov.
Australian Ports via Manila	Empire	G. L. Co.	22, Nov

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J.M. Co.	Q. desp.
Japan	Tjitaroem	J.C.J.L	Q. desp.
Batavia, Cheribon, Samarang &c.	Tjibodas	J.C.J.L.	Q. desp.
Mexican, Peruvian and Chile Ports via Japan	Amoy M.	T. K K.	3, Dec.
Nagasaki, Kobe & Yokohama	Kumano M.	N. Y. K.	19, Nov.
Shanghai	Tjikini	J.C.J L.	Q. desp.
Shanghai, Y'hama, Kobe & Moji	Canton	A. N. Co.	9, Dec.
Manila Mangarin, Iloilo & Cebu	Zafiro	S. T. Co.	22. Nov.
Singapore, Penang & Calutta	Lovat	J. M. Co.	22, Nov.
Shanghai	Africa	S. W.	1, Dec.
Singapore, Penang and Calcutta	Kutsang	J. M. Co.	29, Nov.
Jesseltion, Kudat and Sandakan	Borneo	M. Co.	2, Dec.
Y'hama and Kobe via Shanghai	E F. Ferind	S.W.	29, Nov.
Shanghai	Assaye	P. & O.	20, Nov.
Manila	Loongsang	J. M. Co.	22, Nov.
Kobe, & Yokohama	Atsuta M.	N.Y.K.	20, Nov.
Shughai	Luchow	B. & S.	20, Nov.
Shanghai & Tsingtau	Chenan	B & S.	22, Nov.
Foochow via Swatow & Amoy	Katjo Maru	O.S.K.	19, Nov.
Swatow, Amoy and Foochow	Haiyang	D. L.	21, Nov.
Singapore, Penang & Calcutta	Kutshang	J. M. Co.	29, Nov.
Kobe	Coblenz	M. & Co.	10. Dec.
Shanghai & Tsingtau	Chena	B. & S.	22, Nov.
S'hai, Nagasaki, Kobe & Y'hama	P. Alice	M. & Co.	26, Nov.
Bombay via Singapore, Colombo	Bambay M.	N. Y. K.	24, Nov.
Bombay via Singapore Port S'ham Penang & Colombo	Luzon Maru	O. S. K.	26, Nov.
Tientsin	Kueichow	B. & S.	25, Nov.
Shanghai	Loksang	J. M. Co.	19, Nov.
Shanghai, Moji & Kobe	Rangoon M.	N. Y. K.	19, Nov.
Shanghai, Kobe & Yokohama	Altmark	H. A. L.	22, Nov.
Shanghai, Kobe and Moji	Gregory A.	D. S. Co.	24, Nov.
Shanghai, Kobe & Y'hama	Hakata M.	N. Y. K.	24, Nov.
S'hai, Nagasaki, Kobe & Y'hama	P. Alice	M. & Co.	26, Nov.
Shanghai	Anhui	B. & S.	27. Nov.
Shanghai, Moji, Kobe & Y'hama	Simla	P. & O.	28, Nov.
Shanghai, Yhama, Kobe & Moji	Ceylon	A. N. Co.	14, Dec.
Anping and Takao via Swatow and Amoy	South Maru	O. S. K.	26, Nov.
Swatow	Haimun	D. L. Co.	19, Nov.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	25, Nov.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	3, Dec.
Batavia, Cheribon, Samarang, &c.	Tjipanas	J.C.J.L,	Q. desp.
Haiphong	Sungkiang	B. & S.	23, Nov.
Yokohama Kobe, and Moji	Laisang	J. M. Co.	20, Nov.
Tientsin via Weihaiwei	Chipshing	J. M, Co.	23, Nov.
Manila, Cebu and Iloilo	Chihua	B. & S.	26, Nov.
Singapore, Penang and Calcutta	Torilla	D. S. Co.	30, Nov.
Singapore, Penang and Calcutta	Kumsang	J. M. Co.	3, Dec.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Swatow	Haimun
Japan	Kumano Maru
Foochow	Kaijo Maru
Shanghai	Fooksang
Bangkok	Kjeld
Swatow	Samsen

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Shanghai	Macedonia (H.A.L.)
Shanghai	Chenan
Singapore	Atsuta Maru
Singapore	Tokushima Maru

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 5th November, at a.m.

The C.P.R. s.s. EMPRESS OF JAPAN arrived at Vancouver on the 12th instant, between at 8 and 10 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS from Sydney etc., left Port Darwin on the 12th inst., for this port, (via Timor & Manila), and may be expected to arrive here on or about the 22nd inst.

The I. G. M. s.s. COBLENZ left Sydney on the 15th instant, at 2 p.m. and may be expected here on or about the 8th December.

GERMAN MAIL.

The I. G. M. s.s. GNEISENAU which left here on the 16th Oct., arrived at Genoa on the 13th inst., at 2 p.m.

The I. G. M. s.s. YORCK which left here on the 13th instant, at noon arrived at Shanghai on the 16th instant, at noon.

AMERICAN MAIL.

The s.s. PERSIA will sail from Hongkong on the 24 inst., at 5 p.m. for San Francisco, via Macao, Manila, Nagasaki, Kobe, Yokohama and Honolulu, instead of 12 o'clock noon on the 25th instant as previously planned.

ENGLISH MAIL.

The P. & O. s.s. ASSAYE left Singapore for this port on the 16th instant, at 5.30 a.m. with the outward English Mails, and is due here on the 21st instant, at about 6 a.m.

MERCHANT STEAMERS.

The s.s. GLENSTRAE passed the Suez Canal on the 28th ult., for Hongkong via Straits.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 25th ult., and is expected here on the 3rd December.

The Ben Line s.s. BENLEDI from Leith, Middlesbro', and London, left Singapore, for this Port, on 30th instant, and may be expected to arrive here on or about 5th proximo.

The N. Y. K. s.s. SADO MARU (American Line.) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The American and Manchurian Line s.s. KAKUE left New York on the 10th October and is due here on or about 25th November.

The I. C. S. N. s.s. CHIPSHING from Weihaiwei is due at Hongkong on the 20th November.

The I. C. S. N. s.s. SUISANG from Weihaiwei is due at Hongkong on the 20th November.

The S.L. s.s. DEN OF CROMBIE from Vancouver is due at Hongkong on the 25th November.

The S.L. s.s. DEN OF AIRLIE from Singapore is due at Hongkong on the 20th November.

The S.L. s.s. MONADNOCK from Seattle is due at Hongkong on the 30th November.

The American and Manchurian Line s.s. KANDAHAR left New York on the 25th October and is due here on or about 15th December.

The H. A. L. s.s. ALTMARK left Singapore on the 12th inst., p.m. and may be expected here on or about the 18th inst., a.m.

The N. Y. K. s.s. RANGOON MARU (Bombay Line.) left Bombay for this port via Singapore on the 13th instant, and is expected here on the 1st December.

The N. Y. K. s.s. ATSUTA MARU (European Line) left Singapore for this port on the 13th inst., and is expected here on the 19th November.

The N. Y. K. s.s. HAKATA MARU (Calcutta Line.) left Calcutta for this port via ports on the 5th instant, and is expected here on the 24th instant.

The N.Y.K. s.s. AKI MARU (American Line.) left Kobe for this port via Shanghai on the 14th inst., and is expected here on the 23rd November.

The N. Y. K. s.s. TOTTORI MARU (European Line.) left London for this port via ports on the 18th Oct., and is expected here on the 30th November.

The N. Y. K. s.s. TOKUSHIMA MARU (European Line.) left Singapore for this port on the 13th instant, and is expected here on the 19th November.

The N. Y. K. s.s. MIYAZAKI MARU (European Line.) left London for this port via ports on the 8th inst., and is expected here on the 17th December.

The R. V. F. s.s. VORONEJ Outward Bound, left Singapore on the 15th instant, and is due here on the 21st instant.

The H. A. L. s.s. MACEDONIA left Shanghai on the 16th inst., a.m. and may be expected here on or about the 19th inst., p.m.

The H. A. L. s.s. ARABIA left Hankow on the 15th inst., a.m. and may be expected here on or about the 21st inst.

VESSELS IN PORT.

Steamers.

Triumph, Br. battleship 119, F. Streatfield, M. V. O. 5th instant.

Tungshing, Br. s.s. 1,172, L. F. C. Hussey, 7th instant—Bangkok 30th Oct., Rice—J. M. & Co.

Sophie Rickmers, Ger. 2,252, H. Bahe 8th instant,—Karatsu 2nd instant Gen.—M. B. K

Mexico City, Br. s.s. 3,179, N. A. Starker, 11th instant,—Guayamas Mexico 11th October Gen.—E. H. F.

Tjimahi, Dutch s.s. 3,015, Buys, 12th inst. Macassar 4th instant, Sugar,—J.C.J.L.

Hanyang, Br. s.s. 1,250, J. Cogan, 12th instant,—Samarang 1st instant Sugar—B. and S.

Empress of India, Br. s.s. 3,032, W. Davison R.N.R. 13th instant,—Vancouver Gen.—C.P.R.

Samsen, Ger. s.s. 998, Fr. Buecking 13th instant,—Bangkok 5th inst. Rice and Timber—B. and S.

Indrakuala, Br. s.s. 2,954, Smith 13th instant,—Sabang 6th instant Gen.—Order.

Kjeld, Nor. s.s. 910, G. Helleso, 13th inst., —Bangkok 6th instant, Rice—K.S.L.

Pacting, Br. s.s. 1,190, W. J. Barkes, 14th instant,—Swatow 13th instant, Ballast—B. and S.

Childar, Nor. s.s. 1,102, Hjorth, 14th inst., —Macassar 4th instant, Sugar—J. C. J. L.

Tean, Br. s.s. 1,350, J. V. Sidford, 14th instant,—Manila 4th instant, Gen.—B. and S.

Pakhoi, Br. s.s. 1,228, G. Gibbs, 15th inst., —Chingwantao 7th instant, Gen. —B. and S.

Kaijo Maru, Jap. s.s. 1,293, Y. Yamamoto 15th instant,—Foochow Gen.—O.S.K.

Kwangtee, Chi. s.s. 1,468, McArthur, 15th instant,—Shanghai 12th instant, Gen.—C. M. S. N. Co.

Lookun, Ger. s.s. 1,020, F. Probe, 16th instant,—Bangkok, 6th instant, Rice and Meat—B. and S.

Kamakura Maru, 3,798, T. Hori, 16th inst. —Singapore, Twist and Merchandise—N. Y. K.

Changchow, Br. s.s. 1,204, H. Trowlu dje, 16th inst.,—Tientsin 12th inst., Gen.—B. and S.

Haldis, Nor. s.s. 1,065, J. Jagensen, 16th instant,—Samarang Sugar,—J. C. J. L.

Derwent, Br. s.s. 1,562, J. Jenkins, 16th instant,—Samarang 4th instant, Sugar—Chinese.

Haiching, Br. s.s. 1,267, W. C. Passmore, 16th inst.,—Swatow 15th inst., Gen.—D. L. & Co.

Ernest Simons, Fr. s.s. 2,890, Brunot, 17th instant,—Yokohama 8th instant, Gen.—M. M. and Co.

Kumano Maru, Jap. s.s. 3,104, M. Winckler, 17th instant,—Manila 15th instant, Gen.—N. Y. K.

Taiyo Maru, Jap. s.s. 2,625, T Fumoto, 17th instant,—Chefoo 12th inst., Vermicelli &c.—Y. T. H.

Fooksang, Br. s.s. 1,997, T. A. Mitchell, 17th instant,—Singapore 10th instant, Gen.—J. M. and Co.

Moshima Maru, Jap. s.s. 2,846, M. Yagi, 17th instant,—Japan 14th inst., Sea products—N.Y.K.

Hue, Fr. s.s. 710, A. Cornelimsen, 17th instant,—Haiphong 16th instant, Gen.—A.R. Marty.

Lovat, Br. s.s. 3,901, R. Glegg, 17th inst. Moji 12th instant, Gen.—J. M., and Co.

Tjikino, Hol. W. H. Lap, 17th instant, —Batavia 8th instant, Sugar etc. —J.C.J.L.

Persia, Br. s.s. 2,744, J. Hill, 17th inst.,— San Francisco 18th instant, Gen. P. M. and Co.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor. Telephone 1038. [4

WING KEE & CO.

47-49, Connaught Rd,
SHIP CHANDLERS
PROVISION & COAL
MERCHANTS

Hongkong, 3rd October, 1913

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.
STATIONARY MOTORS, FOR ALL PURPOSES.
Please address enquiries to:—

ULDERUP & SCHLUTER,

HONGKONG.
REPRESENTATIVES FOR J. & C. G. BOLINDERS, A. B. STOCKHOLM.
FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,
TO
Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Altmark	22nd Nov.	O.J.D. Ahlers	9th Jan.
Silhonia	28th Nov.	Saxonia	11th Jan.
Emden	5th Dec.	Spezia	28th Jan.
Silesia	18th Dec.	Scandia	9th Feb.
Preussen	27th Dec.		

HOMEWARD.

For R'dam, Bremen & Hamburg; Arabia ..... 23rd Nov.	For R'dam Hamburg & Antwerp; Brasilia ..... 15th Dec.
For V'ver, S'tle and/or T. & P. (Or.) Silhonia ..... 27th Nov.	For Havre, Emden & Hamburg; Isiria ..... 17th Dec.
For Marseilles, Havre & H'burg; Uckermark ..... 29th Nov.	For Havre, Bremen & H'burg; Altmark ..... 27th Dec.
For Marseilles, Bremen & H'burg; Westphalia ..... 1st Dec.	For Marseilles, R'dam & H'burg; Furst Bulow ..... 28th Dec.
For R'dam, Emden & Hamburg; Sambia ..... 2nd Dec.	For Marseilles & H'burg C. Ferd. Laeisz ..... 2nd Jan.
For Havre & H'burg; Segovia ..... 2nd Dec.	For R'dam, H'burg & Antwerp; Coldenfels ..... 8th Jan.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Public Auction

GEO. P. LAMMERT,

AUCTIONEER SHARE & GENERAL BROKER.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the **22nd November** 1913, commencing at **2.30 p.m.** at his Sales Rooms, Duddell Street,

A Collection of Valuable Chinese Curios, comprising:—

5-COLOURED and BLUE and WHITE BOWLS, VASES, PLATES, FIGURES, OLD BRONZES, JADE ORNAMENTS, CHINA, GLASS AMBER and CRYSTAL SNUFF BOTTLES, OLD CHINESE PICTURES, TONKIN INLAID WORK, etc., etc.

also

A Quantity of SILK EMBROIDERED HANGINGS, MANDARINE COATS, etc.

Catalogues will be issued.

On view from Friday, the 21st.

Terms:—Cash on delivery

GEO. P LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY,

the **19th, November, 1913,** commencing at **11 a.m.** at his Sales Rooms, Duddell Street.

A Selection of Cut Glass

comprising:—

DECANTERS, DISHES and TABLE GLASS

also

SILVER CANDLESTICKS, TEA and COFFEE SET, SPOONS, etc.

and

A FEW PIECES OF HOUSEHOLD FURNITURE.

On view from TUESDAY the 18th November.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY,

the **21st November, 1913,** commencing at **2.30 p.m.** at his Sales Rooms, Duddell St,

150 High Class English Tweed Suit lengths

(light and heavy weight).

N.B.—The above are direct importations just arrived and no two pieces are alike.

On view from THURSDAY the 20th November.

Terms:—Cash on delivery

GEO. P. LAMMERT,
Auctioneer.

HUGHES & HOUGH,

AUCTIONEERS.

THE Undersigned has received instructions to sell by Public Auction,

(For account of the concerned),

on

FRIDAY,

the **21st November, 1913,** commencing at **2.30 p.m.,** at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A Very Fine Collection of OLD CHINESE PORCELAINS,

consisting of:—

BLUE and WHITE, FIVE-COLOURED, SANG-DE-BŒUF, CELADON, POWDER-BLUE, etc., etc., etc.

These porcelains range from the Sung to Kaiching periods.

(Full Particulars from Catalogue).

On view day of sale.

Terms:—As usual

HUGHES & HOUGH,
Auctioneers.

Hongkong, 14th November, 1913.

To Sail

THE "INDRA" LINE LTD.

FOR SAN FRANCISCO.

THE Steamship

"INDRAMAYO"

will be despatched as above on 22nd November.

For freight and further particulars apply to:—

JARDINE, MATHESON & CO., LTD.
Agents.

Telephone No. 215, Sub. Ex. 9.

Don't forget after the Show Supper, and Light Refreshments ALEXANDRA CAFE. Open Till Midnight.

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf Gand odown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th of Nov., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of Nov., at 9.30 a.m.

All claims must reach us before the 26th of November, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MEICHERS & CO.
General Agents.

Hongkong, 12th Nov., 1913. [1020

FROM EUROPE.

THE H.A.L. Steamship

"ISTRIA,"

Capt., Kirchhoff, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—ex s.s "Helfried Bissmark" from Halmstad
" " "Portimao" " Oporto
" " "Ella" from Copenhagen
" " "Jelo" from Drammen
" " "Hilma Bissmark" from Halmstad
" " "Trelleborg" " Abus
" " "Ludwig" " Drammen
" " "Michel" " Bordeaux.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th Nov., 1913. [1024

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 18th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.
General Managers.

Hongkong, 17th Nov., 1913. [1025

To Sail

Regular Steamship Service.

Proposed Sailing from Hongkong For BOSTON and NEW YORK.

S.S. "Muncaster Castle" on or about 5th Dec.

For Freight and further information apply to

DODWELL & CO., LTD.
Agents.

Hongkong, 21st Oct., 1913. [977

Hotel Lists.

Hongkong Hotel.

Aaron, J M
Anderson, W
Ahrfeld, Mr & Mrs P
Abraham, E S
Angur, Mrs A A
Angur, Miss K
Audrews, Mrs A L
Adows, Mr and Mrs F
Athan, Mr and Mrs S N
Athan, Miss N
Aldecoa, Mr and Mrs J de
Barberini, E T
Bate, E R
Baronsfeather, Mr and Mrs C
Baronsfeather Mrs
Bellilios, Mrs E R
Benn, G A
Bumaun, F
Bulach, Dr W
Baker Fr, E H
Bateson, Lt Col and Mrs
Blacker, Mr and Mrs G O
Bayne, M and Mrs
Cambridge, A J
Castro, Mr & Mrs FXD'A.c.
Castro, Miss D'e
Castro, Master D'e
Chapple, F T
Coleman, Dr A L E F
Curry, G P
Claxton, A A
Clarke W E
Clayton, W E
Caddger, J E
Campbell, R
Cooper, J W
Clark, Mrs D M
Cortabitate, Mrs M de
Crossley, J H
Dawar, J
Dorleano, Mr & Mrs & 2 children
Douglas, Mrs R H
Duncan, J
Denison, O G
Dods Shaw, Sir J
Dods Shaw, Lady
Denins, F
Davis, Mr and Mrs A
Dorsett, J W
Ehrenfels, Mr & Mrs H E
Evans, G H
Fuller, D
Fischer, W E
Fox, Q J
Geare, Mr and Mrs I. H.
Gillespie, Dr J M
Gordon, A G
Gourgey, I
Goulbourn, V.
Grisogono, P D de
Gallotti, A
Gonld, Mr & Mrs J
Gibbings, Mrs
Garow, H
Gracey, H M
Griffin, Mrs O F
Greenhaum, Mr and Mrs W
Gideon, Mr and Mrs
Hind, W B
Hannibal, Mr & Mrs W A
Hall, P C
Harbord, W T
Hewett, Hon. Mr E A, C M G
Hobbs, W H
Hooves, J E
Harston, J S
Hall, Capt T P
Habblo, J G
Howard, Mrs G
Howard, Miss
Johnston, S J
Jhompson, Mrs C
Bruseman, A
Kaiser-Smith, Mr & Mrs L A
Kirkness, S R
Kissane, M
Kennedy, Miss
Knowles, Miss
Logan, W
Lloyd, G T
Lawrence, Mr and Mrs J M
Lay, Miss D
Lay, Mrs W
Low A O. D, Bri Gen & Mrs
Mason, C Vare-brother
Matheson, Miss M
Matheson, Mrs R T.
Martin, G
Marriott, Dr O
Mehta, B K
Mercoki, J
Meyer, P
Muldor, Mr & Mrs J D F
Mackichan, S A
Mackean, Dr G W
Manghan, J R
McLaglen, Capt & Mrs L
McCrea, Mrs S M
Monk, E H
Moorhead, Mr & Mrs
Morgan, F
Moore, Dr & Mrs W B
Mathesoe, G
Morgan, A C
Martin, Mrs G
Neild, Mr and Mrs
O'Leary, Miss G
Ormiston, J
Offersen, C
Paton, J W
Petersen, A
Preville, R de
Pringle, W J
Ray, E H
Pierson, F P G
Platt, C H C
Price, W
Peacey, H M
Raymond, J E
Raymond E M
Raworth, B
Reay, Miss F
Ross, R G
Rutherford, Mrs
Schenk, Mrs
Singer, E T
Smith, Mr and Mrs E E
Square, Miss A
Strauch, E von
Stafford, S
Scofield, Miss J
Smith, E P
Sheldon, Dr
Swift, Mrs G H
Tillinghast, Miss L
Tillinghast, Mr & Mrs A
Tufts, Miss M
Tufts, Mrs E B
Turner R E, Capt F G
Thompson, Miss D
Topping, Mr and Mrs H W
Tilney, Mr and Mrs R F
Tilney, Miss
Tilney, J M
Vanghon, Q
Walker, Capt
White, F W
Weeren, H M van
West, A
Watkins, H
Weil, J
Weisel, E T
Yearley, F
Whitmarsh, Miss

King Edward Hotel.

Almond, Mrs R.
Cargill, F. J.
Castro, C.
Chee, T.
Connell, R.
Connell, H. E.
Dobbie Mr & Mrs
Donaldson, W. A.
Finchett, Mrs.
Gerlach, Mr & Mrs W.W.
Grimble G.
Harris, J. B.
Heinemann, Mr & Mrs
Hingle, E. J.
Jenson, B.
Kraft, Mr & Mrs. W. D.
Lauritson, Mr & Mrs
Lemare Mr & Mrs
Lennox, J.
Logan, W.
Mackintosh, J. A.
Major, Mrs
Massey, Miss
McHugh, Mr and Mrs F. E.
Mody, Mr & Mrs J. H. N.
Morriss, Mrs
Murphy, J. A.
Murray, M. F.
Noobs, A. P.
Passmore, Capt. & Mrs W. C.
Penke, A.D.J.
Saunders, Miss
Shelhamer, Mr and Mrs
Sibree, Dr.
Spurge, H. S.
Stewart, Capt. and Mrs A. H.
Walker, D.
Whitelaw, G.C.

Grand Hotel.

Allen, Mr & Mrs
Amory, Mrs
Barr
Barlow
Bond
Cooke
Crew, Mr and Mrs A. B.
Coffmann
Dimbar
Dalliamson, A D
Frenck, C.
Fischer, T
Graham
Holmalty
Hoppeb, A
Johanson
Keyt, Dr.
Lambert, Mrs
McNally
Meyer Mr and Mrs
Osbery, Miss
Osbery, Miss Wu
Raymand
Reynolds
Rance, H
Rohn,
Rhrderick
Robb, Mr and Mrs
Stiller
Scott, Capt
Smith
Tran
Uttley, Mrs P
Uttleyy, Master
Villiers, Mr & Mrs
Wilbur
Weismann, C.
Wise, Mr and Mrs

Craigieburn.

Albert, Mrs
Beswick, Mr & Mrs C W
Caldwell, Mr
Caldwell, Miss
Carpentor, Mr and Mrs
Cornell, W. A.
Fleutiauz, Mrs
Galbraith, V. M.
Masters, Mr & Mrs R. F. C.
McCaig, J.
Proton, Mrs J
Smith, Mrs G.
Smith, E. G.
Stewart, Major & Mrs
Scaly, Mrs
Wilson, P D

Entertainments

HARMSTON'S CIRCUS

AND

ROYAL MENAGERIE

OF

Performing Wild Animals.

LOCATION, CAUSEWAY BAY.

TO-NIGHT! TO-NIGHT!!

MORE CHANGES MORE CHANGES

BY OUR ALL STAR COMPANY

A FINE PROGRAMME GUARANTED.

NEXT MATINEE: Wednesday Afternoon, November 19th.

Doors Open at 3 o'clock, Performance at 4 p.m. Sharp.

Children Half Price to Matinees Only.

BOOKING AT ROBINSON PIANO—CO.

PRICES AS USUAL.

N.B.—Our Menagerie is opened daily for a small charge.

W. HARMSTON, Proprietor. **R. ALTON & W. SYMONS** Agents.

VICTORIA THEATRE.

TO-NIGHT 9.15 TO-NIGHT

"SHERIDAN'S RIDE"

A THRILLING WAR PICTURE CONTAINING STIRRING BATTLE SCENES & HEROIC ACTS OF DARING.

"GAUMONT GRAPHIC"

SHOWING THE LATEST EVENTS AT HOME AND A FINE SELECTION OF PICTURES.

COMING! COMING!

"THE BATTLE OF WATERLOO"

IN 6 PARTS

"QUO VADIS" IN 8 PARTS.

BIJOU SCENIC THEATRE.

By Special request

POSITIVELY LAST 4 NIGHTS

Wise & Milton

THE PATHE'S GAZETTE.

"THE LIGHTHOUSE PRISONERS,"

A MAGNIFICIENT COLOURED DRAMA.

To Sail

AMERICAN-ASIATIC S.S. Co.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRAKUALA,"

Captain A. H. Smith, having arrived from the above Port. Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Thursday, 20th inst., at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & Co.
General Agents.

Hongkong, 13th Nov., 1913. [1021

To Sail

THE AMERICAN & MANCHURIAN LINE.

(Bucknall Steamship Lines Ltd.)

THE Steamship

"CITY OF BARODA,"

Captain Mason, will be despatched from Hongkong on the 25th. November for

BALTIMORE & NEW YORK.

(With Liberty to call at the Malabar Coast).

For freight and further particulars apply to:—

The Bank Line Ltd.
Agents.

Hongkong, 10th Nov., 1913. [959

NOTICE.

FOR EUROPE

via Ports of Call.

THE Steamship

"Prinz Eitel Friedrich."

Capt. C. Mundt, will be despatched from here on Wednesday the 26th. of November and is due to arrive in Genoa on the 23rd. of December.—This steamer gives splendid opportunity to **REACH HOME JUST IN TIME FOR XMAS.**—Early booking recommended.

For further particulars please apply to

Meichers & Co.
General Agents,
Norddeutscher Lloyd,

Hongkong, 6th Oct., 1913.

Notices.

These celebrated cigarettes are a blend of Oriental Tobaccos of the finest growth and selection. Each cigarette will smoke to the end with the same delicious taste and aroma.

INTERCHANGEABLE RETURN TICKETS ISSUED BY TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED that TICKETS ISSUED by any One of the Undermentioned Steamship Lines for Round Trip Passage between Hongkong, Shanghai and Japan Ports of call and points in Canada & the United States will be good for Passage in the Return Direction by the Steamers of Either of the Other Companies, thus Tickets Sold for Return from Vancouver will be Honoured for Return from San Francisco, and Vice Versa.

PACIFIC MAIL S.S. CO.
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.

Notice

KOMOR'S

(Alexandra Buildings ONLY.)
Des Vœux Road, Central.

"The Art Union of Japan"

EXHIBITS WATER COLOURS.

Master Works by:—
E KATO, Jos. YAMAMOTO, S. ISHIDA, K. MORI, SHISEN, KASETSU,
also Old Prints and Kakemonos
at

MESSRS. KOMOR & KOMOR
Des Vœux Road.

These pictures will be sold at **REASONABLE** prices to introduce them, and are warranted to be genuine.

Please note that the address of Messrs. **KUHN & KOMOR** and **KOMOR'S** is
ALEXANDRA BUILDINGS ONLY,
DES VŒUX ROAD.

COMMERCIAL.

Rubber Dividends.

London, Nov. 9.

Anglo Sumatra declares a final dividend of 17½ per cent.

Sekongs final dividends is five per cent.

Rani declares an interim dividend of 2½ per cent.

The F. M. S. Rubber exports for October show 400,000 lb.

The commodity market is firm, especially as regards forward propositions.

New Rubber Company.

The Dutch States *Gazette* announces the incorporation of the Handle en Cultuur Maatschappy, of Amsterdam, with a capital of fl 1,000,000 in shares of fl. 1,000 each. The N. V. Cultuur Maatschappy Madjau, of Amsterdam, has also been registered, its object being the cultivation of rubber in the East Indies, except in the residencies Soerkarta and Djokjakarta. The capital amounts to fl. 1,000,000 in 400 preference shares of fl. 250 each, and 3,600 ordinary shares. The incorporation is further announced of the N. V. Cultuur Maatschappy Pegoendangan at The Hague with a capital of fl. 300,000 in shares of fl. 1000 each. Its object is the exploitation of the Kali Baroe estates.

Handling the Canadian Crops.

Conditions have never before been so good for handling the Canadian grain crop at the head of the Lakes. By the close of navigation there will be no less than 40,000,000 bushels storage capacity at Fort William and Port Arthur, which is 12,000,000 bushels more than last year. The new Government owned elevator is now completed and the machinery will be ready to handle its share of this year's crop. It has a capacity of three quarters of a million bushels in the workhouse and two and a half millions in the storage bins. This capacity can easily be doubled or trebled by adding more bins. In fact there is room for elevator space of some 30,000,000 bushels. In addition to the Government elevator the Canadian Pacific Railway, Grand Trunk Pacific and Canadian Northern, together with the Fort William Elevator Company and other concerns, are erecting new buildings, so that the total increase in storage facilities this year will be about 12,000,000 bushels.

Coal Market Report.

Messrs Wheelock and Co., Shanghai, report as follows under date of November 13:—

Coal—Japan.—During the past fortnight contractors have been very busy with negotiations for next year's supplies and several large contracts have been closed or are on the point of being closed whilst offers are still being received from numerous buyers, both domestic and from abroad but great difficulty is being experienced in getting sufficient supplies. Prices on the Japan market are quoted 50 sen higher than when we last wrote and our local market is consequently very firm.

Cardiff Coal.—Nothing fresh.

Fushun Coal.—Still no supplies to be got from these mines in spite of the daily output being now over 7,000 tons but a scheme is under consideration to increase it to 9,000 tons.

Kailan Coal.—Several contracts for next year have been effected at rates considerably in excess of 1913. There is a large demand and it is anticipated that the quantity which can be spared in the North for this district will not be sufficient to go round, it will therefore be a case of "first come, first served."

Lieutenant's Loss.

Lieutenant Bruce Nichol, R.N., of the Naval Yard, has reported to the police that he has lost a silver hunter watch between the Naval Hospital and the Dockyard.

Commercial.

SINGAPORE QUOTATIONS.

Messrs Davies and Company, of Singapore, in their share circular for the week ending November 8, report:—

Company. Closing Quotations.	Buyers.	Sellers.
Dollar.		
Alor Gajah ...	1.55	1.80
Ayer Kuning	0.45	0.60
Ayer Molek ...	1.30	1 55
Ayer Panas...	3.90	4.20
Balgownie ...	3.50	4.25
Bukit Jelutong	0.30	0.37½
Bukit Katil ..	0.40	0.50
Bukit K. B. ...	0.50	0.60
Bukit Timah	12.00	14.00
Changkat Serdang ...	3.00	0.75
Glenealy ...	0.65	0.75
Haytor nominal	4.50	5 00
Indragiri nominal ..	5.00	6.00
Jimah ...	0 30	0.37½
Kedah nominal	1.75	2 30
Kelemak ...	2.00	2 00 Dis
Kempas ...	1.90	2.25
Kuala Sawah .	nominal	...
Lunas ...	2.00	2.60
Malaka Pinda.	0.80	0 85
Malakoff	1.60	1.75
Mandai Tekong	0.37½	0.45
Mergui nominal	1.50	2 00
Nellmay nominal ...	...	0.17½
New Serendah	1.60	2.85
Nyalas	1 90	2.40
Pajam...	8.00	9 50
Pantai	0 60	0.75
Punggor	0.37½	0.45
Radella nominal		10.00
Sandycroft nominal ...	5 00	6 00
Sembrong ...	0.20	0.27½
Sungei Bagan	0.60	0.80
Tambalak ...	0.40	0.47½
Tapah ...	7.00	8.00
Teluk Anson	5 00	6.00
Termoloh ...	0.30	0.45
Trafalgar ...	0.90	1.15
Trafalgar (Coconut crop) ...		
Ulu Pandan	0.42½	0.50
United Malacca	0.52½	0.62½
Sterling.		
Allagar ...	1/8	2/2
Anglo-Java ...	4/-	5/-
Batang Malaka	/9	1/3
Bukit Kajang...	26/3	32/-
Bukit Mertajam	1/9	2/3
Bukit Sombawang ...	1/2	1/5
Chersonese (F.M.S.) ...	2/3	2/9
Chimpul ...	-/8	1/-
Duff Development Co....	6/9	7/9
Hajoep ...	5/-	7/-
Heawood	2/4	3/1
Highland & Lowlands ...	46/6	50/-
Jasin... ...	-/7½	1/-
Kamuning (Perak) ...	2/-	2/6
Kepitigalla ...	11/3	13/6
Kota Tinggi ...	-/10	1/3
Labu (F.M.S.) ...	3/6	4/6
Lumut	17/6	20/6
Malacca (7½ per cent. Pref.) ...	90/-	100/-
Malacca (Ordinary)...	91/-	103/-
Merlimau ...	2/4	2/9
Nordanal ...	18/-	20/-
Padang Jawa ...	1/6	1/10½
Pegoh	21/3	26/-
Rembia nominal	7/-	11/-
Rubber Estates of Krian ...	2/1½	2/7½
Sapong ...	8/-	12/-
Singapore Para Rubber ...	1/7	1/10 x.d.
Singapore United	1/4	1/7
Straits Bertam ...	2/9	3/4½
United Temiang	-/9 -/10	1/3 -/7 dis.
Mining.		
Belat ...	2.45	2 60
Bruang, Lt. ...	nom.	...
Kampar ...	8.00	9.25
Kanaboi, Ltd.	1.65	1.85
Kinta Association, Ltd. ...	13.00	14.50
Kinta Tin Mines	36/-	40/-
Kledang		...
Middleton nominal ...	13.50	14.75
New French Tekka ...	f.1,300	1,750
New Tambun	nom.	
Pahang Consolidated ...	12/-	13/-
Pengkalen ...	6/6	9/-
Pusing Bahru ...	4/0	6/3
Pusing Lama ...	2/0	4/3
Rahman Hydraulic ...	14.25	15.25
Rahman Tin Co. ...	20 00	21.50
Rambutan	12.50	14.00
Raub	2.60	3.15
Redhills	2.45	3.00
Royal Johore ...	0.80	1.00
Selangor River ...	nom.	nom.
Sempam	nom.	
Serendah Hydraulic ...	nom.	
Sungei Gau ...	10.50	17.50
Tanjong Rambutan...		8.75
Tekka, Ltd.	60/-	70/-
Ting Kil ...	8.25	9.25
Titi Tin Co., Ltd.	8 00	9.00
Tongkah Harbour...	14.25	15.75
Tronoh	45/6	51/-

Bolivian Resources and Rubber Output.

La Paz, Bolivia, August 14.—The fall in the price of rubber has had a most serious effect on those parts of Bolivia which wholly depend on the rubber industry. The Department of the Beni is the part most affected. The cost of living in the Department is very high on account of the long distance from centres of supply of the necessities of life; the climate is unhealthy, as the rubber is gathered from the low-lying lands alongside the River Beni, a tributary of the Amazon, and consequently wages rule high; the rubber has to be transported either by the Rivers Beni and Amazon to Para, or overland to Mollendo in Peru; and lastly, the high export tax imposed by the Bolivian Government when the price of rubber was in the neighborhood of 10s. per pound still remains in force. These various factors now render the collection of rubber unproductive of profit; as a matter of fact, it cannot now be collected and sent to Europe except at a loss.

As the rubber industry was one of the staple sources of revenue to the country and the means of employment to a large population in the north and north-east of the Republic, attention will now have to turn to other sources of industry, and there is little doubt that agriculture and cattle ranching will before long be one of these. It seems incredible that Argentine should still supply Bolivia with cattle, horses, and mules, when one considers the almost endless tracts of virgin land admirably adapted for stock raising, and stated by many to be superior to the best land in the Argentine owing to its sub-tropical and high position.

Mining may also be said to be still in its infancy. Although a great part of the world's production of tin is produced in Bolivia and the silver mines in the Potosi district are still abnormally rich, it can be said without fear of contradiction that the mineral wealth of the country is still an unknown quantity. Immense tracts of heavily mineralized country still remain to be prospected, and in many districts where today mines are being worked yielding fabulous profits, one may see that the ground has only been "scratched" over without any systematic prospecting having been done.

What is wanted is for capitalists to from well-equipped prospecting parties and allow them time in which to thoroughly examine different parts of the country. One is continually meeting fresh faces amongst mining men sent out to see if anything good can be picked up, but apart from frequenting the large towns and listening to tales told by other mining men, or visiting one, or perhaps two, of the old-established mines, little or nothing is done. They fade away in a few weeks time, and doubtless on their return give the companies who sent them out reports based on what they have heard from the disappointed miners one always meets in South American cities. Very few, if any, thoroughly well-organized prospecting parties are met with; too much depends on individual effort, and this cannot be a success in a country where it is impossible to "live on the country," and where it is necessary to keep up lines of communication for the provisioning of parties out in the mountains and the wilds.

Licensing Board.

A meeting of the Licensing Board is to be held at the Council Chamber on Monday, the 24 h inst., at 2.15 p.m., for the purpose of considering an application under the Liquors Consolidation Ordinance, 1911, from Tsoi Tzy-wing for a hotel keeper's adjunct licence to sell by retail intoxicating liquors for consumption on the premises, Nos. 148 and 150, Queen's Road Central, under the sign of "Stag Hotel."

SCIENTIFIC LIGHTING.

Lord Rayleigh was in the chair at a conference held at the National Gas Exhibition, Shepherd's-bush, on "Some Aspects of Scientific Illumination." Lord Rayleigh mentioned that incandescent mantles were susceptible to sound. He had one at his house which, if he rattled the fireirons or hissed, gave a much better light during the duration of these sounds.

Sir John Cockburn remarked that when he had been in difficulties when writing anything important he had often found it of the greatest advantage to turn up every available light. It was said to be injurious to health, but they had to get out of a tight corner somehow. Light was one of the greatest stimulants to the body and mind, and the ideal light was that which gave sufficient illumination without the source from which it came being seen.

Dr. Meredith Young, lecturer on school hygiene, University of Manchester, read a paper on "Light and Sight," in which he discussed the question of "glare," and said that if he were asked which was the greater detriment to eyesight—working with insufficient light or working in too brilliant light—he should have no hesitation about his answer: insufficient light was the greater danger. He wondered there had had not been—he would not call it a strike, because strikes were beginning to stink in our nostrils—but concerted action, particularly on the part of clerks and domestic servants, for the provision of a sufficient and and satisfactory light for the work they had to do.

KING OR KANGAROO?

Shall the Australian stamp have the King or a kangaroo upon it? Some are saying that the kangaroo represents the disloyalty of the Labour Party. But the *Sydney Bulletin* argues in favour of fine scenic stamps with local colour, like those of Tasmania and West Australia, which, it says, were the work of "solid old Tories."

In sections of the British Empire which are ruled direct from England the craving to shove his Majesty's cranium on the postage stamp isn't violently apparent, adds the *Bulletin*. Crocodiles, pyramids, elephants, and such like local emblems are or have been, in use. Probably, if the matter were put him, the King would say that he was dead tired of seeing the reproduction of his own countenance.

Stamps with local colour are not only more interesting in themselves, but the diversity of design in stamps having an English legend impresses one visibly and frequently with the vast scope of the British Empire as nothing else can.—New York *Independent*.

"Labby's" Last Joke.

Mr. Algar Thorold, in his biography of his uncle, Henry Labouchere, says:—"The earliest remark of Mr Labouchere's that I have recorded in this book was a jest, and so was the last I heard him utter. On the afternoon of the day before he died, as I was sitting at his bedside, the spirit lamp that kept the fumes of eucalyptus in constant movement about his room, through some awkwardness of mine, was overturned. Mr. Labouchere, who was dozing, opened his eyes at the sound of the little commotion caused by the accident, and perceived the flare-up. 'Flames?' he murmured interrogatively. 'Not yet, I think.' He laughed quizzically, and went off to sleep again."

Notice.

MARTIN'S APIOL & STEEL PILLS For Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS For Ladies

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York. London Office:—36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus ..... Gold $7,000,000 equal £1,460,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912. 19

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000
Paid-up Capital ... „ 30,000,000
Reserve Fund ..... „ 18,550,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Pekin
Fengtien	Ryoiun Port (Arthur)
Harbin	
Hankow	San Francisco
Honolulu	Shanghai
Kobe	Tiehling
Liao-Yang	Tientsin
London	Tokyo
Lyons	Los Angeles

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept., 1913. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000
Reserve Fund... .....£1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [22

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908 32

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	EVERY	15 MIN.
8.00 A.M. to	10.00 A.M.	„	10 MIN.
10.00 A.M. to	11.00 A.M.	„	15 MIN.
11.30 A.M. to	12.45 P.M.	„	15 MIN.
12.45 P.M. to	1.15 P.M.	„	10 MIN.
1.15 P.M. to	2.45 P.M.	„	15 MIN.
2.45 P.M. to	3.15 P.M.	„	10 MIN.
3.15 P.M. to	5.00 P.M.	„	15 MIN.
5.00 P.M. to	8.10 P.M.	„	10 MIN.

NIGHT CARS.

8.30 P.M. and 9 P.M., 9.30 P.M. to 12.00 P.M. every half hour.
12.00 P.M. to 12.45 P.M. every quarter of an hour.

SUNDAYS.

8.00 A.M. to	10.30 A.M.	EVERY	15 MIN.
10.30 A.M. to	11.00 A.M.	„	10 MIN.
11.45 A.M. to	12.00 NOON	„	15 MIN.
12.00 NOON to	1.00 P.M.	„	10 MIN.
1.00 P.M. to	5.00 P.M.	„	15 MIN.
5.00 P.M. to	6.00 P.M.	„	10 MIN.
6.00 P.M. to	7.00 P.M.	„	15 MIN.
7.00 P.M. to	8.10 P.M.	„	10 MIN.

NIGHT CARS as on Week-Days.

SATURDAYS.

Extra Cars at 12 midnight.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Ex. Venus Road.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,00

RESERVE FUNDS:

Sterling £1,500,000 at 2/- = $15,000,000

Silver ... 17,450,000

$32,450,000

Resrove Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

S. H. Dodwell, Esq.—Chairman.
Hon. Mr. D. Landale—Deputy Chairman.
G. Friesland, Esq.
E. Goetz, Esq.
C. S. Gubbay, Esq.
P. H. Holycak, Esq.
G. R. Laurenz, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb.
MANAGER. Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed. On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent per Annum.

N. J. STABB, Chief Manager

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3 Per Cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai, Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,00
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT, Manager.

Hongkong, 9th Oct., 1911. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed „ 1,125,000
Paid Up „ 562,500
Reserved Fund 415,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE Cannot be Beaten, if Equalled, For Bread, Cakes, Confectionery meals with Wines & Liquors.

Exchange

Selling.	
T/T	1/11 9/16
Demand	1/11 5/8
30 d/s	1/11 11/16
60 d/s	1/11 3/4
4 m/s	1/11 7/8
T/T Shanghai	73¼
T/T Singapore	84
Private 30 d/s sight S'hai	74⅛
T/T Japan	95¾
T/T India	146¼
T/T Bombay	146¼
Demand Bombay	146½
T/T Calcutta	146¼
Demand Calcutta	146½
Demand India	146½
Demand Manila	96¼
T/T. San F'co & New York	47⅝
T/T. Java	118⅞

T/T. Marks	201
T/T. Francs	2.48½
On Haiphong	1 % pm.
On Saigon	3/4 % pm.
On Bangkok	78⅜
Buying.	
4 m/s. L/C	2/- 3/16
4 m/s. D/P	2/- 5/16
6 m/s. L/C	2/- 3/8
30 d/s. S'ney & Melbourne	2/- 7/16
30 d/s. San F'co & New York	48½
4 m/s. Marks	2.06½
4 m/s. Francs	2.54
6 m/s. do	2.56
Bar Silver, ready	27 1/4
forward	27 1/4
Gold Leaf per tael	53.30
Bank of England rate	5%
Sovereign	$10.15

Subsidiary Coins. Discount per $100		
Chinese ...	20 cts. pieces	$9 3/16 %
Chinese ...	10 „	$9 5/15
Hongkong.	20 „	$6⅜
Hongkong.	10 „	$9⅛

Opium Quotation.	Oct 24.
Malwa, New	$4.600 per pic
Malwa, Old	4,700 „
Patna, New	5,825 per che.
Patna, Old	5,700 „
Benares, New	5,525 „
Benares, Old	5,350 „

SHARE REPORT.

S—SELLERS SA—SALE B—BUYERS

Stocks & Paid up Value.		Closing Quotations		Last Dividend and Date.
BANKS.				
Hongkong & S'hai	$125	$790 sa. & b. / £79/10		£2 at ex 1/11 5/8 equal to $20.31 for ½ year ending 30/6/13
MARINE INSURANCE.				
Cantons	$50	$30	s.	$18 for 1912
North China	£5	£133	b.	Final of 1½ p.c. making 2½ p.c. for 1912
Unions	$100	$810	b.	Final of $20 making $50 for 1911 and Interim of $30 for 1912
Yangtzes	£50	$195		Final of $12 mak. $15 for 1911 & Int. of $3 for 1912
FIRE INSURANCES.				
China Fires	$20	$161	b.	$ 0 for 1911
Hongkong Fires	$50	$380	s.	$27 for 1911
SHIPPING.				
China & Manilas	$25	$8	b.	$1 for 1906
Douglas Steamship	$50	$30	s.	$2.50 for year end'g 30'6'13
Steamboats	$15	$28¾	b.	Interim of $1 for half year ending 30'6'13
Indo-Chinas (Preferred)	£5	$5	s.	6 p.c. for year 1912 on preferred shares
Indo-Chinas (Deferred)				
"Shell" Transports	£1	100/- / £11	b.	Final of 4/- making 6/- for year ending 31'12'12 Int. of 1/- a/c. 1913
"Star Ferry"	$10	$44	b.	$2 on 10,000 shares 1st issue $2 on 10,000 „ 2nd „ $1 on 10,000 „ 3rd „ for year ending 30'4'13
REFINERIES.				
China Sugars	$100	$93	s.	$3 for 1912
Luzon Sugars	$100	$33	s.	$3 for 1897
MINING.				
Chinese Engineerings	£1	12/-	b.	Interim of 3½ p.c. 8 2/5d per share, Coupon No. 1 account year 30.6.12
Tronohs	£1	16/3		Int. of 1/6 mak. 6/6 a/c. 1913
Raubs	£1	$3½	s.	1/2 for 1909
DOCKS, WHARVES, & G'DOWNS				
Kowloon Wharfs	$50	$85	sa. & b.	$4.50 for year 1912
H.K. & W'poa Docks	$50	$75	s.	$1 final dividend for year 1911
Shanghai Docks	T. 100	55		Tls. 3 for 1912
Hongkew Wharfs	T. 100	T. 107		Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS				
Anglo French Lands	T.100	T.94		Tls. 6 29'2'10
Hongkong Hotels	$50	$125 / $85	b.	$3 on old shares, $1.50 on new shares for half year 31'12'12
Hongkong Lands	$100	$111	b.	$3½ for ½ year ending 30.6.13
Humphreys Estates	$10	$9.10	b.	50 cents for 1912
Kowloon Lands	$30	$45	b.	$2.80 for 1912
Shanghai Lands	T. 30	T. 94		Interim of 5 p.c. for year ending 30'6'13
West Points	$50	$71	s.	$2 for ½ year ending 30.6.13
Manila M'pole Hotel	P.10	P. 8		15 per cent. for 1910
COTTON MILLS.				
Ewos	T. 50	T. 144	b.	7 p.c. for year ending 31'10'12
Shanghai Cottons		T. 118	b.	Tls. 10 for year ending 30'6'13
Laou Kung Mow		106½	b.	
Kung Yik		14¼	b.	
Hongkong Cottons	$10	$9	s.	50 cents 31.7.08
MISCELLANEOUS.				
China-Borneos	$12	$9¾	b.	35 cents for 1912
Light and Powers	$10	$5	s.	
Do. (Spec. shares)	$1			
China Providents	$10	$9	s.	70 cents for 1912
Dairy Farms	$6	$27	b.	$1.30 for year end'g 31'7'13
Green Islands	$10	$7½	sa. & s.	40 cents for 1911
Hongkong Electrics	$10	$44½	b.	$1.60 per share for 1912
Hongkong Ices	$25	$150	b.	$2 interim for 1913
Hongkong Ropes	$10	$22½	b.	$1 interim for 1913
Langkats	g. 10	T29½		Interim of Tls. 1 making Tls. 2 a/c 1913
Morning Post	$25	$22		None
Peak Tramway	$10	$10¼	s.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.13
Do. (new)	$1	90 cts.	b.	
Hongkong Electric Trams		8/6	s.	Interim of 1½d. per share for 1913.
Philippines	$10	$5	s.	None
H. Price & Co., Ltd.	$10	$6		$1.50 for 1910
Societe des Papiers du Tonkin	Preferred $50 paid up $50 Benefit	$20		None
		$200		
Shanghai-Sumatras	T. 20	T.150		
Steam Laundry	$5	$3¾	b.	No dividend this year 50 cts. for year end'g 31.5.12
United Asbestos Oriental Agency, Ld.	$10	$9½	b.	20 per cent. per ordinary share for year ended 31'5'1912
United Asbestos Founders Shares	$10	$300		
Union Waterboat	$10	$17 1/2	b.	$1 per share for year ending 31'12'1912
Weismann, Ltd.	$10	$30	b.	25 per cent. for year ending 31'7'11
Watson	$10	$7¾	b.	60 cents for 1912
William Powell		$9½	s.	40 cts. year ending 30'6'12

Corrected to 12-20 p.m. Nov. 18 1913

WRIGHT AND HORNBY, Stock Brokers

General brokers 6 De Voeux Road Central Tel. address Rectitude.

The Telegraph does not hold itself responsible for any of the above quotations

POLICE STATION TROUBLE.

Indian Constable Abuses European.

There appears to have been some trouble at the Police Station, at Shatin on the 13th instant, according to the evidence in a case that come before Mr Hazeland, at the Police Court. Soham Sing, a member of the police force, was charged with misconducting himself and committing a breach of discipline. It appears that Sergeant Foley having a lot of Government money in the station was anxious regarding of his charge, and leave was not given to the police. A complaint was made against the defendant, and the Sergeant sent for him to come to the charge-room. When the defendant appeared he was found to be drunk, and on the Sergeant calling attention to the fact, the defendant commenced to abuse his superior officer. The Sergeant went to the telephone, and whilst he was at the instrument, the defendant attempted to strike him, being prevented by a Chinese officer who caught his arm. The defendant was locked up, but whilst he was in the cell he tried to break open the door. Three other Indian constables came in, and it is alleged that they were also under the influence of drink. They tried to get the defendant from the cell. These men said the defendant was not drunk. The Sergeant then took away the arms and ammunition from the constables concerned as they were unfit for duty. When the defendant was charged, and was about to be taken to Hongkong, the Sergeant thought there would be some trouble with the others, so he telephoned for assistance and four Mohamedans were sent from Taipo.

Captain Woodhouse, who prosecuted, said the case was a serious one in face of the fact that Government money to a large amount was being kept at the station at that time.

Mr Gardiner defended.

Defendant said that it was a festival day and he admitted that he had had too much drink. He said that he did not know what he was doing.

A fine of $100, or in default two months, was imposed.

The fine was paid.

WIRELESS SIGNALLING ON RAILWAYS.

The Midland Railway Company has placed an order for wireless signalling for use on its lines. The company has been cooperating for the last three years with the International Railophones Company in adapting its system of wireless signalling to the requirements of British railways. The Railophone signalling system was first adopted by the German Imperial State Railway near Berlin, but the system about to be used by the Midland Railway is an improvement on that in use in Germany. It is claimed that this system makes it impossible for a train to pass a danger signal, and that it enables three distinctive warnings to be given on the locomotive of a train on approaching a distant signal, whether the distant signal is "off" or "on." Should the driver neglect his duty when the distant signal is at danger a fourth signal is given, which ends in the application of the brakes to the train. The Midland Railway Company has decided to try this system on a system on a small section of their main line near Derby.

HARMSTON'S CIRCUS.

His Excellency Attends the Performance.

His Excellency, the Officer Administering the Government, Mr Claud Severn, attended Harmston's Circus last night along with a party, and thoroughly enjoyed the performance. There was a good house and everything went off successfully. To-night there is an amateur riding competition, to-morrow afternoon there will be a matinee, and to-morrow evening a benefit performance for the Cottrell Troupe will be given. This popular and clever combination is entitled to a bumper house, and it is to be hoped the public will attend in good numbers.

A HONGKONG WEDDING.

A quiet, but none the less pretty, Wedding was celebrated at St. John's Cathedral this morning when Mr Lionel Lammert was married to Miss O'Dell, who recently arrived from Bedford, England. The event was attended by a large number of the intimate friends of the bridegroom, and the ceremony was performed by the Rev. V.H. Copley Moyle, Mr Denman Fuller being at the organ.

The bride, who was charmingly attired, was given away by Mr George Lammert, the eldest brother of the bridegroom, while Miss Shaw attended as bridesmaid Mr Harold Seth was "best man."

After the wedding a reception was held at the residence of Mrs G. R. Lammert, Lyeemoon, Barker Road, The Peak, when the usual toasts were honoured. Mr and Mrs Lammert subsequently left for Macao, where the honeymoon is being spent.

GOLF.

Royal Hongkong Golf Club.

The Competitions held on November 8 and 10 at Fanling resulted:—

Insurance Cup.

H. W. Lester	191-30	161	To play off.
T. W. Hill	169- 8	161	
J. Clark	165- 2	163	
J. Jack	209 44	165	
E. W. Matthews	192-26	166	
R. Henderson	188-20	198	
A.M. Thomson	204-36	168	
A. Ritchie	181-12	169	
A. C. E. Elborough	192-20	172	
E. K. Arnold	196-24	172	

28 entries.

36 Hole Pool.

H. W. Lester	191-30	161	To Play off.
T. W. Hill	169- 8	171	
J. Clark	164- 2	162	
R. O. Hutchison	164- 0	164	
E. W. Matthews	192-26	166	
P. P. J. Wodehouse	207-40	167	
R. Henderson	188-20	168	
A.M. Thomson	204-36	168	
A. Ritchie	181-12	169	
A. C. E. Elborough	192-20	172	

46 entries

Mixed Foursomes.

* K. S. Morrison Miss More	99-15	84	
† Eldon Potter Miss Leech	116-25	91	
Capt. James Mrs James	120-25½	94½	
E. L. Arnold Miss Rodger	112-15	97	
C. H. P. Hay Mrs Butlin	124-27	97	
C. A. Tomes Miss H. Tomes	107-9½	97	
C. H. Gale Mrs Gale	109-11	98	
C. E. H. Beavis Mrs Sanders	111-13	98	
H. F. Hickman Mrs Hickman	120-22	98	
Rev. Foster Pegg Mrs Tomes	109 4½	104½	
S. H. Dutton Mrs Pearce	128-22	106	

* Winner Scratch Prize.
† Winner Handicap Prize

ALLEGED EMBEZZLEMENT.

Cheong Sam-nam, who was charged with embezzling the sum of $150,000, the property of the Chinese Government, was discharged on the application of Mr Slade, K.C. (instructed by Mr Master, of Messrs Johnson, Stokes and Master), at the Police Court, this morning.

Mr Bruton, of Messrs. Bruton and Hett, who defended the man, was present when Mr Slade informed Mr Wood that the Crown Solicitor saw no objection to the defendant being discharged.

The defendant was then discharged.

We were informed that defendant, on leaving the Court, was re-arrested on another charge.

SILIMPOPON COAL, *BUNKERS*

can be supplied cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and countries beyond which will close in this Office at 5 p.m. on the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents and with this mail are due in London on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissable.

Buttons, Coins, Thimbles, cannot be used for sealing.

The Clerks of the Post Office are forbidden to Affix Stamps on letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations will not be accepted.

The Chenan with the London mails (via Siberia) of Wednesday 29th ult., and Friday 31st ult., is due to arrive here to-morrow.

The Assaye, with the English Mail left Singapore on Sunday, 16th inst., at 5.00 a.m. and is expected to arrive here on Friday the 21st inst., at 6 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 15th ult. and for despatch overland on the 22nd ult.

MAILS ARRIVED TO-DAY.

Deucalion, Shanghai
Haimun, Swatow
Laisang, Straits and Calcutta
Waisang, Bangkok

MAILS DUE.

Siberia, Chenan, 19th instant.
English, Assaye, 21st instant.

MAILS CLOSE TO-DAY.

Bangkok—Per KJELD, 18th Nov. 5 p.m.
Swatow and Bangkok—Per SAMSEN, 18th Nov., 5 p.m.
Straits and Colombo Per—KASHIMA MARU, 18th inst. 5 p.m.

TO-MORROW.

Japan via Nagasaki—Per KUMANO MARU, 19th inst., 10 a.m.
Swatow—Per HAIMUN, 19th inst. 10 a.m.
Swatow, Amoy & Foochow—Per KAIJO MARU, 19th inst., 11 a.m.
Saigon—Per CHANGCHOW, 19th inst., 11 a.m.
Shanghai North China and Japan via Kobe—Per FOOKSANG, 19th Nov., 11 a.m.
Shanghai and North China—Per LOKSANG, 19th Nov., 5 p.m.
Japan via Yokohama—Per LAISANG, 19th Nov., 5 p.m.

THURSDAY, 20th November.

Fort Bayard, Haiphong, Pakhoi and Saigon—Per HUE, 20th inst., 10 a.m.

American Canadian & Siberian Mails. Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF INDIA 20 inst., 10.30 a.m.

Shanghai and North China — Per LUCHOW, 20th inst., 3 p.m.

FRIDAY, 21st Nov.

Swatow Amoy, and Foochow—Per HAIYANG, 21st Nov., 10 a.m.

SATURDAY, 22nd Nov.

Australian Mail. Philippine Islands, Timor Australia, Tasmania & New Zealand via Port Darwin—Per EMPIRE, 22nd inst., 9 a.m.

English Mail. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday, 21st at 5 p.m. —Per DEVANHA, 22nd Nov., 11 a.m.

Straits and India via Calcutta—Per LOVAT, 22nd inst., 11 a.m.

Philippine Islands—Per LOONGSANG 22nd Nov., 1 p.m.

Tientsin—Per PAKHOI, 22nd Nov. 3 p.m.

Philippine Islands—Per ZAFIRO, 22nd inst., 3 p.m.

Weihaiwei & Tientsin—Per CHIPSHING 22nd inst., 5 p.m.

Siberian Mail. Shanghai and Tsingtau (Europe via Siberia)—Per CHENAN, 22nd inst., 5 p.m.

SUNDAY, 23rd Nov.

Swatow—Per HAIMUN, 23rd inst. 9 a.m.

MONDAY, 24th Nov.

American & Canadian Mails. Philippine Islands, Japan via Nagasaki, Honolulu, Canada United States and South America, via San Francisco—Per PERSIA 24th Nov., 4 a.m.

TUESDAY, 25th Nov.

Swatow, Amoy and Foochow—Per HAITAN, 25th Nov., 10 a.m.
Tientsin—Per KUEICHOW, 25th Nov. 11 a.m.

WEDNESDAY, 26th Nov.

Haiphong, Pakhoi & Saigon—Per SUNGKIANG 26th Nov., 8 a.m.

German Mail. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per P. E. FRIEDRICH, 26th instant, 9 a.m.

Philippine Islands—Per CHINHUA, 26th inst., 3 p.m.

SHIPPING NEWS.

ARRIVED.

Yunnan, Br. s.s. 1,246, G. Eldy, 17th inst., —Tientsin, Gen.—B. and S.

Haimun, Br. s.s. 641, J. W. Evans, 18th inst.,—Swatow 17th inst. Gen.—D. L. & Co.

Kwanglee, Chi. s.s. 1,468, McArthur, 18th instant—Canton, Gen.—C. M. S. N. Co.

Dingwall, Br. s.s. 1,365, E. Jones, 18th instant,—Bangkok 9th instant, Rice—Bunni and Co.

Waishing, Br. s.s. 1,170, G. S. Holmewood 18th instant,—Bangkok 10th instant, Rice—J. M. and Co.

Deucalion, Br. s.s. 4,476, G. Moir, 18th instant,—Shanghai 15th instant, Gen.—B. and S.

Kutsang, Br. s.s. 4,859, R. C. D. Bradley, 18th instant,—Moji 13th instant, Gen.—J. M. and Co.

Loongsang, Br. s.s. 1,004, W. G. G. Leask, 18th instant,—Manila 15th inst., Gen.—J. M. and Co.

Ajax, Br. s.s. 4,477, T. S. Thomson, 18th instant,—Victoria B.C. 15th Oct Gen.—B. and S.

Laisang, Br. s.s. H. E. Gleroy, 18th inst., —Singapore, Gen.—J. M. & Co.

DEPARTED.

November 18

Hanoi for Pakhoi
Clara Jebsen for Bangkok
Suruga for New York
Kwanglee for Canton
Luchow for Canton
Pitsanulok for Singapore
Changchow for Canton
Arabien for Copenhagen
Tamba Maru for Seattle
Thongwa for Calcutta
Helene for Swatow
Opland for Saigon
Australien for Yokohama

CLEARANCES AT THE HARBOUR OFFICE.

November 17.

Daylight for New York
Choysang for Shanghai
Kamakura Maru for Kobe
Ernest Simons for Marseilles

November 18.

Samson for Bangkok
Chiyuen for Shanghai
Kashima Maru for Antwerp
Tjikini for Shanghai
Tean for Iloilo
Fausang for Singapore

PASSENGERS ARRIVED.

Per s.s. Persia arrived 17th instant, from San Francisco.

Bressler, Mr & Mrs T
Beck, Mr & Mrs I
Brooks, W
Brooks, C
Bugge, Capt J
Costobadie, Mr and Mrs W P
Curtiss, J C
Graham, Mrs H D
Gore, J A
Hembrey, T
Hill, Rev W A
Havre, Mr and Mrs J B
James, M
Katterwinkel, Mr & Mrs M
Lyman, H C
Mange, A E de
Mahuez, V.
McLaren, Dr and Mrs C
Marui, K
Nickels, I H
O'Brien, P S
Pilson, K
Petrie, T
Sweet, W
Walsh, J H
Williams, H L

Per s.s. Laisang arrived 18th instant, from Singapore.

Ralph, Capt

PASSENGERS DEPARTED.

Per s.s. Tamba Maru departed 18th instant, for Seattle etc.

Chau Ut Fu
Guido, Miss L
Graystone, G
Gaston, E
Howard, P
Johnson, Mr and Mrs
Moore, Dr and Mrs
Muir, W
Mannering, S
Niel, Mr and Mrs F M
Palmerston, Miss R
Palmer, R.
Warwick, Mr & Mrs

(Continued on page 5)

TIDE TABLE.

17th Nov., to 23rd Nov. 1913.

Day of Week	Day of Month	High Water Hongkong Mean Time		Height	Low Water Hongkong Mean Time	
Mon.	17	0 55 10 24		4.5 a 3.4	m 5 54 7 50	2.3 a 4.0
Tues.	18	1 21 11 10		4.3 a 3.3	m 6 48 4 6	2.4 a 4.2
Wed.	19	No inferior		nHigh	m 7 17 nor Low	2.7 W.
Thurs.	20	m 0 6 No inferior		7.0 High	m 9 4 nor Low	1.7 W.
Fri.	21	m 1 20 5 24		7.4 a 4.6	m10 9 7 10	1.1 a 4.9
Satur.	22	m 3 1 5 41		6.9 a 5.1	m11 4 10 30	2.0 a 4.7
Sun.	23	m 4 32 6 15		6.6 a 5.9	m12 46	2.3

m morning a afternoon.

WEATHER REPORT.

On the 13th at 11.35.—The northern depression has passed to the north-east of Hokkaido.

Pressure has decreased considerably over central and N. Japan, and increased slightly over China, which is now covered by a feeble anticyclone.

Moderate to fresh monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	N.E. winds, moderate; fine, becoming cooler.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
5 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
18th November, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'rion.	Winds Force.	Weather.
W'ostock	7a	30.04	36	10	w	0	b
Nemuro	6a	29.89			sw	4	
Hakodate	"	29.91			sw	1	
Tokio	"	29.93			nw	3	
Kochi	"	29.91			sw	1	
Nagasaki	"	30.05			n	1	
K'shima	"	30.02			nw	1	
Oshima	"	30.02			ne	3	
Naha	"	30.07			nnw	5	
Ishi'jima	"	30.09			n	1	
Bonin Is.	"	30.04			s	1	
Chefoo	"						
W'haiwei	"	30.20	46	69	n	6	b
Hankow	"						
Ichang	"						
Kiukiang	"	30.26	45	92	sw	0	b
Changsha	"						
Shanghai	"	30.22	39		wnw	1	b
Gutzlaff	"	30.21	53		wnw	2	bm
Sharp P.	7a	30.21	63		n	1	c
Amoy	6a	30.14	63	83	ssw	1	b
Swatow	"	30.29	60	88	ne	1	b
Taihoku	5a	30.19				0	
Taichu	"	30.12			ne	2	
Tainan	"	30.12			n	6	
Koshun	"	30.09			e	4	
P'dores	"	30.12			ne	8	
Canton	9a	30.17	55	94	ne	1	b
H'kong	6a	30.15	65	79	e	0	bf
Gap Rock	"	30.11			nne	3	b
Macao	"	30.14	61		n	1	b
Wuchow	9a	30.29	53	93	e	1	f
Pakhoi	"						
Hoihow	"						
Phulien	6a	30.17	63		ne	2	b
Tourane	"	30.10	70		nnw	4	c
C. St. J.	"	30.02	72		ne	2	c
Aparri	"	30.06	71			0	c
Manila	"	30.02	74			0	c
Legaspi	"	29.99	74			0	c
Iloilo	9a						
Bacolod	"						
Cebu	"						
Labuan	"	29.99	83				

T. F. Claxton, Director.

Hongkong, Observatory, Nov. 18.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the Humidity of air saturated with moisbeing 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL

	Previous Day at 4 p.m.	On date 6 a.m.	On date at 4 p.m.
Barometer	30.07	30.15	30.15
Temperature	72	65	74
Humidity	63	79	46
Wind Direction	W	—	E
Force	1	0	2
Weather	o	bf	b
Rain	—	—	—

Highest open air Temperature on the 19th 72
Lowest " " " 64

H.K. Observatory, 18th Nov., 1913.
T. F. CLAXTON, Director.

LATEST SHIPPING NEWS.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 29th October, left Colombo on the 16th inst., p.m. and may be expected here on or about the 27th instant.

The P. & O. s.s. CHINA arrived at London on the 16th instant, a.m.

The Danish s.s. KINA left Sabang on the 13th instant, and may be expected here on or about the 21st instant.

The R.V.F. s.s. MOGILEV, Homeward Bound, left Shanghai on the 17th instant, morning and is due here on the 21st inst, morning.

The s.s. KOREA sailed from Yokohama for Hongkong, via Manila, on the 16th instant, at noon. The mails have been transferred to the s.s. EMPRESS OF ASIA which is scheduled to arrive at this port on the 24th instant.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers, &c.
ALEXANDRA CAFE.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles ...	Nubia Capt. F. J. Fox	about 26th Nov.	Freight & P'sage
LONDON, via Usual Ports of Call	Devanha Capt. W. R. Hickey R.N.R.	Noon 22nd Nov.	Freight & P'sage
SHANGHAI, MOJI, KOBE AND YOKOHAMA	Simla Capt. G. Philipps,	about 28th Nov.	Freight & P'sage
SHANGHAI	Assaye Capt. G. J. Coldwell, R.N.R.	about 21st Nov.	Freight & P'sage

All the above steamers are fitted with Wireless Telegraphy.
For Freight, or Passage apply to

E. A. Hewett,
Superintendent.

P. & O. S. N. Co.'s office,

Hongkong, 18th Nov. 1913.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers.		To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, A'WERP & BREMEN.	P. E. Friedrich Capt. C. Mundt	16,000	WEDNES., 26th Nov., 10 a.m.
SHANGHAI, NAGASAKI KOBE AND YOKOHAMA	Prinzess Alice Capt. J. Bortfeldt	20,300	About WEDNES., 26th Nov.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	P. Waldemar Cart. H. Bremer	6,100	SATUR., 29th Nov. 9 a.m.
KOBE	Coblenz Capt. L. Klugkist	6,750	TUESDAY, 10th Dec.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler		TUESDAY, 2nd Dec. 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

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MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 18th Nov., 1913.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

REGULAR FORTNIGHTLY SERVICE BETWEEN EUROPE AND JAPAN.

NEXT SAILINGS:—

OUTWARD. Steamers	Will leave for Shanghai & Japan on	HOMEWARD. Steamers	Will leave for Europe via Ports of call
Aolynesian	1st December.	E. Simons	18th November.
Paul Lecat	15th December.	Amazone	2nd December.
		Australian	16th December.

For Freight and Passage apply to
M. SAINT CLAIR de BUSSIERRE, Agent.
Queen's Buildings, No. 3.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire		22nd Nov. at 10 a.m.
St. Albans	2nd Nov.	11th Dec. at 10 a.m.

The above Steamers are fitted with Refrigerating Machinery, carrying a Plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
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